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JIM BOYD

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Railnews

KODACHROME MIKE DEL VECCHIO, BOB BAHRS AND MIKE MITERKO

KODACHROME RICK BRINEY

GEEPS MAKING NEWS include Kyle Railways GP40 3110 (ex-Conrail 3154), shown in Phillipsburg, Kansas, on January 24 wearing the new Kyle standard paint scheme. Bloomer Line GP9 91 wears a CB&Q-inspired scheme (**below**) at Chatsworth, Ill., on September 25, 1985. The new company uses the old nickname of the ex-IC Bloomington-Kankakee, Ill., line. See page 30 for more details. Colorado's Great Western Railway began operation of the ex-SP Lakeview (Ore.) branch (**bottom**) on January 18. See page 28.

EKTACHROME GREGG R. WOLFERSHEIM

BANGOR & AROOSTOOK "chicken wire" F3s 44 and 46 have been sold to Tri-State Chapter NRHS and the Anthracite Roads Historical Society, respectively. They paused at Oak Island, N.J., on Conrail at 1:30 a.m. on January 21, 1986. See page 28.

KODACHROME JIM KARVONEN

CENTRAL OF GEORGIA-inspired colors are being applied to Southern E8 6901, owned by the Atlanta Chapter NRHS and leased to the state-sponsored New Georgia Railroad for excursion service. The unit was at Cornelia, Ga., on January 24. See page 30.

KODACHROME DAVID B. MARTIN

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From the Publisher's desk: Museum Contributions

Many railfans and modelers have accumulated large collections of negatives, film, railroadiana, books, models and other pieces, much of which is of museum calibre. Rather than sell off such collections as they advance in age, railfans are sometimes moved to donate all or part of their collections to museums so that the collection will remain intact when they are gone. Many famous personal collections have disappeared after the demise of their owners as the families retained the artifacts because they belonged to their loved one—or because they felt it had value far in excess of the fair market price. All too often such collections deteriorate or are eventually discarded.

Realizing this problem, railfans can either sell off their collection or donate it to a museum or other institution which would have use for it. But there are horror stories to relate here, as well. Some museums have been founded by small groups who siphon off prize negatives and other items for their personal collections. It is imperative that the donor understand the calibre and financial soundness of any group to which he intends to make a donation.

Railroad rolling stock, donated without any funds to insure proper maintenance, may lie outside, tarp-covered for years, subjecting the relic to dry rot or rust and vandalism.

Bill Crawford, president of the Massachusetts Bay Railroad Enthusiasts, brought one recent case to my attention which concerned a valuable collection of steam negatives donated to an Eastern rail museum. With a fair-sized paid staff and a large mortgage, the museum became overextended and had to retrench to its original location. Many of the donated items were liquidated.

It should be noted that donations made to any museum, library, college or similar institution become the property of that body. No such group can guarantee that it will retain in perpetuity the items it receives. Many items may be duplicates, and in any museum collection there is constant weeding-out of material which may not be the finest. Reputable museums of all kinds constantly sell or trade-off duplicate and surplus materials, with the proceeds going to continued operation of the institution.

It is also important to point out that donations of money and material are vital to the continued successful operation of any such body, whether a railway operating museum, a toy train/model museum, a railfan library or college or other body. Donations are encouraged, but the donor should be sure he knows the organization to whom he is making the donation. Without such donations, scholars, authors and railfans would not have access to this vital information in future years. The museum should be recognized as a permanent institution and have IRS approval as a non-profit organization, since donations can often be used as tax deductions. Their finances should be sound, and the group shouldn't be bogged down in a quagmire of petty organizational politics.

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Cover

Perfect plumes of Alco smoke punctuate the departure of a Green Bay & Western freight from Green Bay on a beautiful May 23, 1976. On the point is the last C430 built, GB&W 315, which is this day teamed up with a C424 and an RS3. Kodachrome: Preston Cook. On September 1, 1985, all five of the NYS&W's C430s were heading a Sea-Land container train through Rochelle Park, N.J., on home rails after bringing the train down from Binghamton, N.Y., on trackage rights over Conrail's ex-Erie line. Kodachrome: Jim Boyd

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Fanmail

KCS green?

In the November 1985 RAILNEWS on page 36, you mentioned the acquisition of C&NW E8A 5031-B (ex-KCS 23) by the Kansas City Railroad Museum and repainting of the unit to KCS colors of black, yellow and red. Although the dark color on KCS passenger equipment looked, at a glance, similar to black, officially it is Pullman Dark Green.

KENNETH W. MOORE
Bartlesville, Okla.

At one time, the KCS scheme did definitely involve a dark green, but in the 1960s it was you'd-better-believe-it-Jack black. *SAL E-units were green and not white, and there was quite a difference between a GG1 in Brunswick green and one in PC black. But there was no such color question in the latter years of the KCS. EMD Styling & Painting print 8177947 for KCS E8A 26 of 1952 shows Item 3 (the roof and side letterboard stripe) as "black 243-2273," though a 1951 revision notes that "Item 3 was green 254-34003." The KCS 23 was undoubtedly in green when it was built as an E3A in 1940, but judging by the 10/10/51 revision date of the EMD print, it would have been black when it emerged from EMD after being rebuilt into an E8Am in January 1952*—J.B.

Irony?

In amateur publications it is at least understandable if still unacceptable that the word "irony" is so misused. In an expensive professional magazine it is neither understandable nor acceptable.

I refer to page 32 of the January 1986 issue, specifically the item on how the Justice and Transportation Departments differed respecting the proposed SPSF merger. There is no "irony" in the fact that these departments disagreed on the UAL purchase of Pan Am's Pacific routes, merely "coincidence" or "interest." Your word should be, "Interestingly Justice and Transportation opposed . . .". It's not even really coincidence.

When General Motors and Toyota agreed to reopen the Fremont, Cal., GM plant as "New United Motor," UP bid on servicing the plant, even though it has no trackage to it, and won the contract. A great fight ensued between UP and SP over UP's intent to run over the SP main line to get into the NUMI plant, particularly since SP already has direct service into the plant.

While the case was being heard in court (an out-of-court settlement as since been reached), UP decided to have the new autos trucked to its Milpitas yard for transloading onto auto-carriers, and therefore put out to bid the truck hauling contract from Fremont to Milpitas. The winner of the truck hauling contract was Pacific Motor Transport, the trucking subsidiary of SP.

That, gentlemen, is irony.

KENNETH W. HARRISON
Alamada, Cal.

The Nett effect

Your January 1986 issue had an article entitled, "The Battle of the Atlantic" by Bruce Owen Nett. Bruce tells it like it is up here in Maine! I was privelaged to play a small part in the Maine Rail Group's battle to bring the train back. Bruce makes the very modest statement that he had the pleasure of serving as head of the Maine Rail Group. In actuality, Bruce *was* the Maine Rail Group, devoting countless hours and many miles of personal travel, as well as a large number of personal dollars to make the organization work. It was through his tireless efforts and leadership that we have rail service today in Maine for Mainers and our visitors. Bruce, take a bow that's well deserved.

JERRY ANGIER
Portland, Maine

I'd just like to add two footnotes to Bruce Nett's article on the resurrection of VIA Rail Canada's *Atlantic*. Although Mr. Nett very graciously threw bouquets at Transport 2000, the Coalition for Improved Rail Passenger Service and the Maine Rail Group, he failed to fully detail his own herculean efforts to get the train restored following the 1981 cutbacks. I have a file in my office crammed full of letters and memos from him regarding plans to get the train back on so that both the Atlantic provinces and Maine might have the public transportation they so vitally need. He worked away on this project with the sort of single-minded determination that is heartening to witness in an age of increasing complacency. All who ride the reincarnated train owe him a large "thank you" for all the time, effort and money he expended on his quest.

Regarding the on-going U.S. Immigration problems, I can report that matters have improved slightly. The officers assigned to inspecting the train are trying to do their best in a situation that is out of their hands. Mr. Nett quite rightly lays the blame for the annoying early-morning inspections on the doorstep of senior government officials who could care less about a passenger train.

Following extensive correspondence with Mr. Nett, CIRPS and members of Transport 2000 Atlantic, I pushed the Minister of Transport's staff in Ottawa for some action on the situation. As Mr. Nett reports, the hour at which the inspections have been carried out on the eastbound run and the removal of several passengers not holding U.S. visas has had an impact on patronage. To add to the matter, the city of Edmundston, N.B., anxious to see its Moncton-Edmundston train extended to Quebec City, suggested re-routing the train over an all-Canadian route and through their city.

While Tranport 2000 certainly supports Edmundston's plea for an extension of the existing Moncton train to Quebec City, we feel a re-routing should only be considered as a last ditch measure should the U.S. Immigration problem be irresolvable. We have gone so far as to suggest that the possibility of a re-routing be used as a lever to garner U.S. Immigration Service action on this issue.

In discussions with the Minister of Transport's office, we suggested that a metting with the U.S. Ambassador's staff in Ottawa might prove helpful. Following a meeting during the summer of 1985, an assistant to the Minister of Transport reported that the U.S. government was not willing to do anything further on the problem with the *Atlantic* until Transport Canada undertook some

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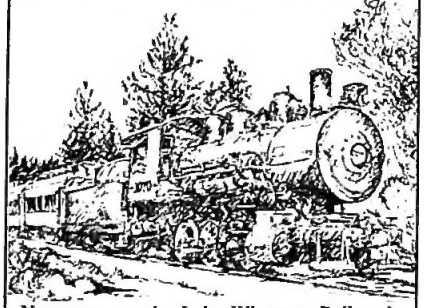

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major changes to the U.S. Customs & Immigration pre-boarding clearance area at Toronto's Pearson International Airport. As a result, the whole issue seems to have bogged down. It is indeed a shame that, following a major effort by concerned citizens on both sides of the border and many Canadian and American politicians, the on-going problem for this train should be used in an insignificant tug-of-war between two government bodies. But, having read Mr. Nett's article, one can appreciate how the seemingly simple matter of running a passenger train can become a high profile political issue. Let's hope it is resolved soon.

GREG GORMICK
Executive Director
Transport 2000
Ottawa, Ont., Canada

Diesels and the WPB

I enjoyed Mr. Huddleston's article in the January issue about the War Production Board and the effect it had on the success and failure of the early diesel builders. It added an authoritative view to many "unofficial" things I had read or heard in the past. In addition, after reading Dan Cupper's MARKERS column I couldn't help thinking that a generation from now some future railfan will chronicle the removal of GP9 7048 from Horseshoe Curve for rehabilitation and excursion service.

THOMAS DELLA PORTA
Rochester, N.Y.

The situation regarding EMD's overpowering of its competition in the early years of diesel production (January '86, pg 36) has an interesting parallel in the 1980s here in Canada. While General Motors (GMD London, Ontario) is receiving new orders for road power from both CN and CP—and even VIA, for goodness sake—Bombardier's old MLW Works have effectively bowed out of locomotive production.

A big contributor to this must surely be CP Rail's long-felt dissatisfaction with the MLW product line. When you are doing business in a two railroad "town," you cannot afford to lose one half the potential market.

RICK MANNEN
Lynden, Ontario

A 9200!

I was casually flipping through a just-purchased January '86 R&R during my Sunday airshift on Fairmont radio station WTCS and saw that snowy Baldwin switcher shot on page 42. "A 9200!" I thought, "That's nice." I have always liked the B&O 9200 class S12s because I had my first cab ride in one at the age of four in early 1969. You should have seen my reaction when I realized on close inspection of the bridges in the background (and reading the caption) that this picture was taken at the east end of the receiving tracks in Fairmont Yard!

My grandfather, Harold Hacker, worked as a B&O conductor until 1975. When I showed him the picture, he right away noticed the C2222 as a caboose of the Fairmont Pool, before seeing the bridges or the caption. We wondered what the odds were that he might have been with that crew that day. The switchman on the 9278 was too vague to identity.

Excepting the 9278 and the C2222, that particular scene has not changed, although the arched High Level Bridge in the background is ready to fall into the Monongahela River and Fairmont is a mere shell of the industrial and mining center it once was.

Thanks for helping us to re-live a better time on the B&O.

GARY DEAVERS
Fairmont, W.Va.

Painting Maryland Midland

Your November '85 article on the Maryland Midland Railway, although informative, overlooked one important point: the people responsbile for repainting the 97C (and now the 97A) in Western Maryland colors. The Western Maryland Historical Society purchased the paint and supplied the data

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ALEXANDER D. MITCHELL IV

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needed. After the initial burst of enthusiasm by the society members, the remaining work was completed by society member Richard Hartley of Bethesda, Md. He and his orange hat were out there working on the hottest weekends of the summer. Special thanks go to the shop crew of the MMID and railfan Scott Miller of Hagerstown.

The effectiveness of the painting was attested to by Jim Steward of Potomac, Md., who after walking into the semi-darkened enginehouse with the two F-units and two Geeps inside, said, "For a minute, I couldn't tell if I was at the Western Maryland or Maryland Midland." Thanks guys.

With the awarding of a new coal hauling contract with the Lehigh Portland Cement Company, the MMID has been running more trains at different hours than before.

RICHARD C. GRAVES, JR.
Andrews AFB, Md.

The Horseshoe K4

Thank you for devoting the entire January '86 MARKERS to the removal of PRR K4 1361 from Horseshoe Curve. And thank you, Dan Cupper, for the outstanding story. It was heart warming to know that thousands, not hundreds, were trackside to see the K4 return home. That says something about the way people feel toward steam. Even if 1361 never steams again (I hope she does), I feel it now rests in a more appropriate place and will get the care it seldom received up on the mountain.

Hats off to Mr. Crane, Conrail, the Railroaders' Memorial Museum and those involved for making it all possible.

E. ROBERT HORNSBY
Amesbury, Mass.

Pennsy caboose

Would it be possible for you to furnish me some information related to a specific caboose? I recently purchased from Conail caboose 23396, a Pennsy N-8 series built 4/51. I need to know its original number. Could any of your readers help me? Any related information about this caboose would be appreciated.

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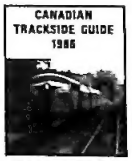

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What's new?

Just in time for a full season of railfanning comes the 1986 edition of the Bytown Railway Society's *Canadian Trackside Guide*, an extremely complete guidebook to Canadian railroad equipment from VIA and the transcontinentals to industrials, museums and transit systems. This includes detailed locomotive rosters as well as listings of passenger cars, cabooses and museum collections. This 5½"×8¼" 212-page softcover sells for $9.95 postpaid from: *Bytown Railway Society*, Department A, P.O. Box 141, Station A, Ottawa, Ontario, Canada K1N 8V1.

Another handy publication for summer railfanning is the updated *Compendium of American Railroad Radio Frequencies* by Gary Sturm and Mark Landgraf. In addition to detailed listings of major railroads (city by city, where appropriate), short lines, industrials, tourist roads and transit agencies, it even has a list of railroads *without* radio systems, so you won't waste time hunting for something that doesn't exist. The book also includes some introductory text on general railroad useage and terminology. The 40-page 7"×8½" book has a plastic-laminated soft cover to withstand the wear and tear of use "on the road." It sells for $8.00 postpaid from *Mark J. Landgraf*, Dept. RR, 3 Coralberry Circle, Albany, NY 12203.

Milwaukee Road fans have a couple of new choices in reading matter. *No More Mountains to Cross* is Bob Olmsted's latest pictorial, and it takes a contemporary look at the Milwaukee's "core system" that remained just before the sale to the Soo Line. There are lots of chop-nosed SDs and Geeps plus a few "nostalgia" pages of F-units. The black & white photography is typical Olmsted quality with excellent reproduction. The book was so popular in the shops around Chicago that the first printing sold out with virtually no advertising. The 8½"×11" hardcover sells for $30.00 (Ill. res. add 6% tax) from *R.P. Olmsted*, 8280 Janes Avenue #44A-1700 Woodridge, IL 60517.

If you prefer a bit more of a historical look at the Milwaukee, there is *Milwaukee Road Narrow Gauge*, the story of the Chicago, Bellevue, Cascade & Western, "Iowa's Slim Princess," by John Tigges and Jon Jacobson. It is a handsome 260-page 8½"×11" hardcover that contains a history, photos, maps and equipment drawings of the 3-foot gauge line which was abandoned in 1936. The book is nicely laid out and gives surprisingly good photo coverage of a line about which relatively little has been published. It is available

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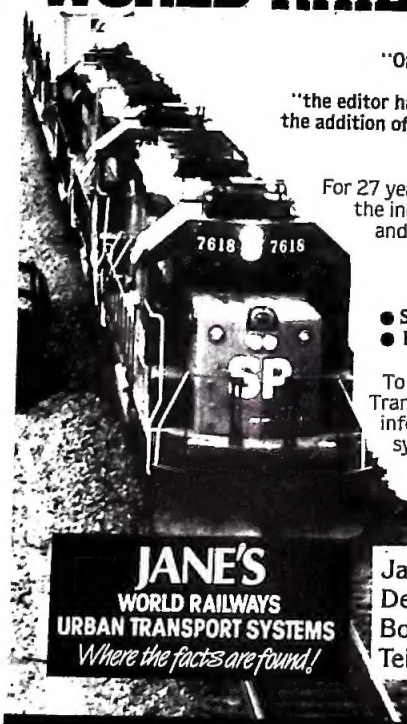

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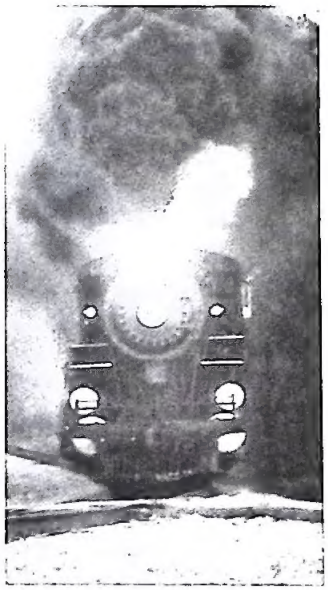
Summarizing the Santa Fe roster on the eve of the SP&SF merger, Joe McMillan's *Santa Fe Motive Power* is particularly well-timed. This 164-page hardcover illustrated roster book is packed with interesting roster and action views that include TP&W equipment, the executive passenger fleet and cabooses. The "Gone Fishing" chapter depicts Santa Fe power that has gone on to other operators. Though mostly in black & white, the book does include a good selection of color photos. It sells for $39.95 postpaid from: *McMillan Publications*, 3208 Halsey Drive, Woodridge, IL 60517.

Calendar Call

Amtrak is continuing its fine calendar tradition in 1986 with another beautiful full-color rendering by Gil Reid of a pair of F40s on the Heritage consist of the *Crescent* southbound through Washington, D.C., during cherry blossom time with the Capitol Building and Lincoln, Jefferson and Washington Monuments in the background. This 23½"×33½" single-sheet wall calendar has the large color painting and all twelve months very handsomely laid out, with a metal spine top and bottom. It sells for $4.50 per copy, $8 for two or $10 for three (shipped rolled in a tube) from: *Amtrak Calendar*, P.O. Box 7717, Itaska, IL 60143.

An interesting double fold-out format is used on the "1986 All CNJ Calendar" from Communipaw Commemoratives. With a plastic ring spine, the calendar's "bottom" page folds out for each month to provide an 8"×10" photo above and below the date block. This results in a folded-out size of



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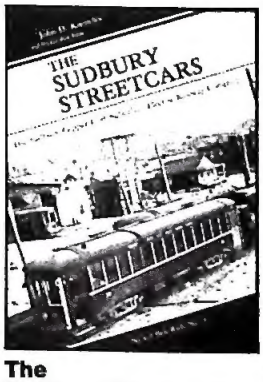

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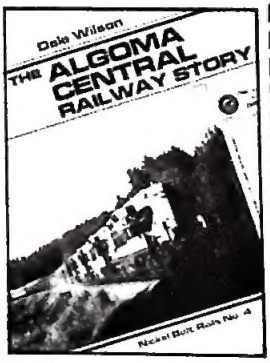

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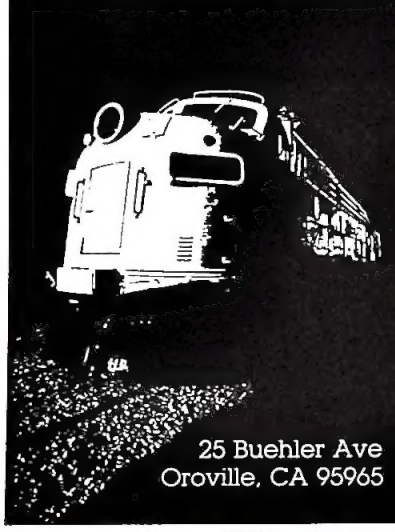

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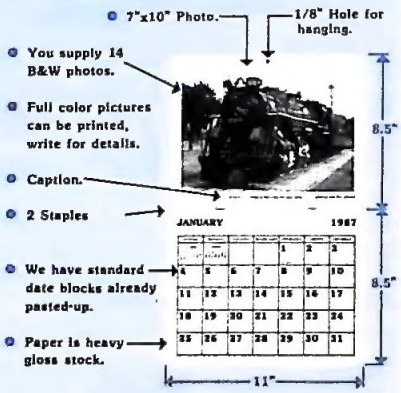

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25½"×10½" for hanging on the wall. With good photo reproduction, this provides over 24 black & white photos of CNJ subjects ranging from steam roster photos to steam and diesel action views and even some marine and tugboat shots. It sells for $6.95 plus $1 postage and handling from: *Communipaw Commemoratives*, P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002.

What we suspect will be our last listing for a 1986 calendar is a beautiful effort by the *Norfolk & Western Historical Society* featuring black & white photos on heavy stock in the 11"×17" folded-out wall format. The subjects include an N&W 0-8-0, 2-6-6-4, 4-8-0, streamlined 4-8-2, 2-8-0, 4-8-4, ex-PRR 4-6-2, 2-8-8-2, RS11s and a yard scene at Shenandoah with an 0-8-0 and Y6, along with a Virginian 4-6-2, side-rod electrics and a Train Master. The full color covers feature J 611 alongside a passenger Geep in 1958 and an 0-8-0 taking on water. All photo reproduction is excellent. It sells for $6 from N&WHS Calendar, 13416 Springhaven Dr., Fairfax, VA 22033.

Traction Publications **by Joe L. Diaz**

TRACTION CLASSICS, Interurban Freight, by William D. Middleton, is a 184-page, 8½"×11" hardbound volume with over 250 photographs and interesting text describing typical interurban freight operations and equipment used in North America. The author has selected a wide variety of locomotives, box/freight motors, mail/express motors and freight trailers. With very few exceptions, the choice of photographs is excellent. Many have received very little, if any, exposure in previous publications. Additionally, and of great importance, the publisher has taken the necessary care to produce very good photo reproduction.

The book is divided into 15 sub-chapters, with equipment being covered in great detail. A few of the types covered are the Illinois Terminal home-designed locomotives, the Oregon Electric four-truck locomotives and the Spokane & Inland Railways boxcab locos. Additionally there are extensive chapters covering the Baldwin-Westinghouse and General Electric standard locomotives. Pacific Electric fans will certainly appreciate the attention given that railway's equipment, including the former Oregon boxmotors and the Express and RPO motors. My only disappointment is the nearly complete lack of attention to the Chicago Aurora & Elgin freight operation.

In addition to an index and good bibliography, there is a 30-page appendix containing photos and many excellent line drawings, diagrams and sketches detailing the construction of carbodies, traction motors and control and braking systems. It is available at $38.95 from Golden West Books, P.O. Box 80250, San Marino, CA 91108.

THE STORY OF METRO, Transportation and Politics in the Nation's Capital, Interurbans Special 101, by Ronald H. Deiter, is a 108-page, 8½"×11" perfect-bound book containing over 110 photographs detailing the planning, construction and operation of Washington's modern heavy rail rapid transit system. METRO is a fascinating, successful rail network now serving over 350,000 passengers each weekday from 53 stations over 54 route miles.

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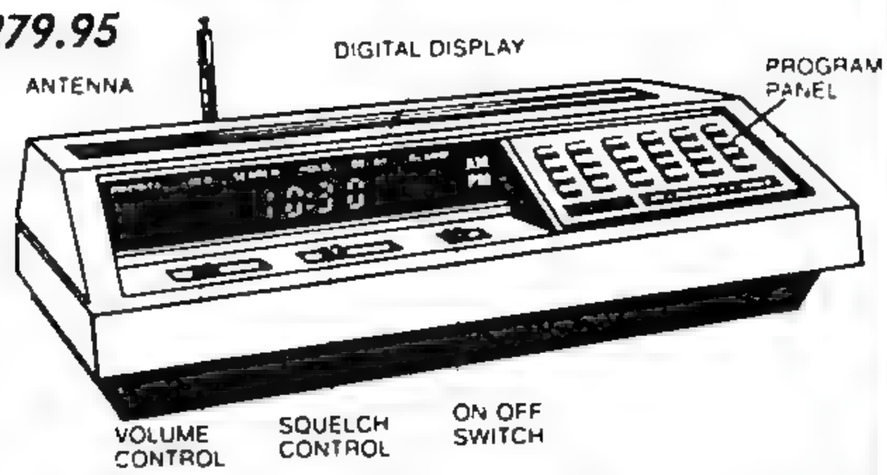

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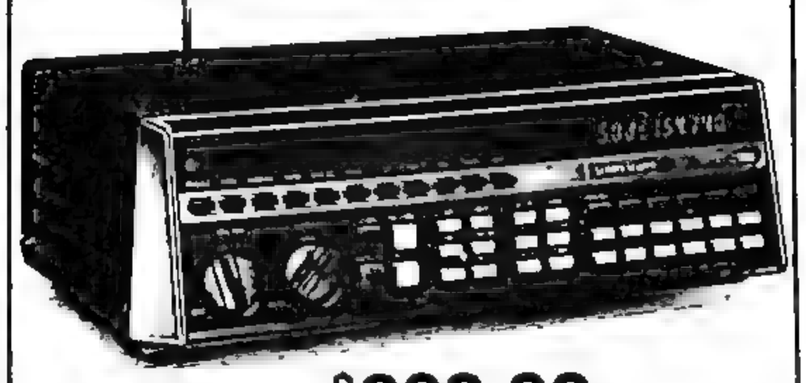

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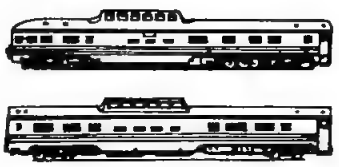

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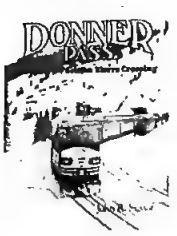
tos and text to the historical background of rail transit in the capital area, this is a very interesting and worthwhile book. Several full page route maps, proposed and actually constructed, enhance the reader's understanding. Included is a detailed system track map. In addition to equipment details there are interesting if brief information sections titled "Afterword:" and "When?," plus an index. It is $14.95 plus $1.10 postage and handling from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Book Reviews



Donner Pass, Southern Pacific's Sierra Crossing, by John R. Signor, published by Golden West Books, P.O. Box 8136, San marino, CA 91108. 290 8½"×11" pages, hardbound. $47.95.

United States history and railroading are forever intertwined, and never more so than the opening of the West with completion of the Union Pacific and Central Pacific at Promontory Point, Utah, While hardships were sustained by the men of both railroads, it is the Central Pacific and its crossing of the Sierra Nevada that stands out as a monument to the determination of man over nature. To Southern Pacific devotees, for every frame of film exposed on say, the San Joaquin Valley or the Sunset Route, tenfold has been expended on Donner Pass and SP's rugged crossing. And for good reason: it's always been a grand show.

Author John Signor has brought out a fine tribute to Donner Pass, beginning in its infancy as part of the Central Pacific and continuing through its various stages of history, step by step through the years, starting with early construction and moving along in good order through to the present. The text for the developmental and maturing chapters of the book are excellent, and the photo selection likewise. It is a good-reading book that will not only entertain but inform.

But for all the gem-like quality that the author Signor shows in his text and photo selection, there are areas that simply do not hold up under close inspection when compared to the rest of the effort. One weak area is the chapter on contemporary operations, which by all accounts, should have been one of the best. As strong as the historical material is on previous eras, this one seems to rely on

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generalities rather than specifics to explain SP's current thinking on Donner Pass railroading.

Signor has obviously done his historical homework on the text. Equally to his credit, the selection of photographs is first rate. But throughout the book, the captions are extraordinary weak, usually giving no indication to location or date or specifics about what may or may not make a particular photo worth taking another look at. It can be successfully argued that historical photos without proper information are the result of no accurate records still intact, but I cannot understand what his reason is for the "modern" photographs to receive the same skimpy captions. On a railroad as watched and photographed as the SP, locating and identifying that sort of information should not be exceedingly difficult.

Of minor irritation is the epilogue. Here the author lets his ties to his employer, the Southern Pacific, get in the way of journalistic endeavors, asking aloud why the ICC would give the competing Western Pacific, "a slide-prone, sidehill pike," to the Union Pacific "at the expense of the solidily-built double-track Donner grade?" He cites it as "one of the travesties of the age." The answer should be obvious to any reader, whether he likes that answer or not, and certainly should be to the author, a professional railroader.

As harsh as I am on the weaker points of the book, I cannot say enough about the historical material and the way the majority of it is presented. The author's maps, for which he is well known, are the great help for the seasoned Donner explorer as well as the neophyte.

Perhaps the criticism of *Donner* would be unjust for a first-time author, but while it is extremely doubtful anyone else could have done a better job on this subject, Signor has an already established track record with *Tehachapi*, and it demonstrates he is capable of a superior effort. I look forward to his next—DAVID C. LUSTIG.

Videos

"Norfolk & Western 611," by Video Rails, P.O. Box 80001, San Diego, CA 92138. 60-minute VHS or Beta II videocassette. $69.95 (Cal. res. add 6% tax); VISA or MasterCard honored.

Not "just another 611 tape," this one is a first-rate documentary on the history and development of the N&W J-class as well as a first-hand look at the sole survivor of the fleet. With an opening intro by NS Chairman Bob Claytor, this tape uses some impressive vintage color film to show the construction and testing of the 4-8-4s in the Roanoke Shop, clearly depicting, among other things, the rolling of boiler courses and their assembly into the boiler shell. Then it's into footage of final erection and testing, followed by numerous scenes of the Js in regular service. The documentary film is from the N&W company files and is excellent.

After setting the historical scene, Mr. Claytor describes the removal of the 611 from the Roanoke Museum and introduces its restoration in the Birmingham steam shop. Again, excellent footage shows the work done on the 611 with clear and intelligent narration. Then it's out onto the road for the bulk of the program with action runbys, pacing alongside and from the air and scenic shots. The action, interviews and close-ups are pleasingly arranged to keep the flow interesting and varied. There is a ride in the cab and some superb pacing. Interviews with Road Foreman Frank Collins and Master Mechanic Doug Karhan are well handled and easy to follow.

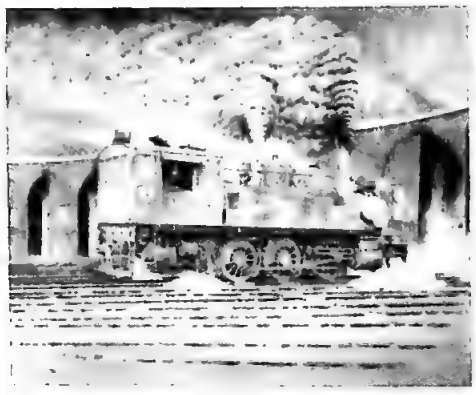
Don Harris does an excellent job of narrating, and the live and dubbed sound (dubbed, for instance, on the from-the-air sequences where the helicopter would drown out the live sound) are quite good. The camera work and editing are of network broadcast quality, typical of Video Rails' productions. The program is clear, clean and exciting from the opening helicopter pace to the "posterized" effect at the end. If you're not as captivated as I was by this tape, one of us should take up another hobby—AL DI CENSO.

"Lines Into Louisville," by Lasting Impressions, 10711 English Oak Court, Louisville, KY 40222. 42-minute VHS or Beta II videocassette. $39.95.

It's not too unusual for some of the local railfans to ask us to bring tapes from the R&R review library to NRHS meetings or "slide sessions" for viewing. A frequent request is, "whadda ya got in diesel action?" An answer from now on will be "Lines Into Louisville."

A straight documentary, this tape features a 1985 review of the diesel action into Louisville, Ky., which means L&N, ICG, Southern

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea., with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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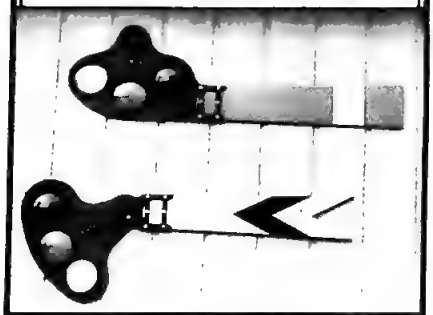

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and Conrail. Using a color-coded map as an understandable reference, the tape looks at each main line entering Louisville and summarizes the typical traffic ("...three trains each way a day..." etc.). It begins with the L&N lines, showing a good variety of Seaboard System and Family Lines power, plus a few Chessies. The photography is first rate with a good variety of scenes and angles. The audio quality ranges from adequate to excellent—GEs and EMD 567s sound great, while turbocharged EMDs come across a little wierd sometimes.

There's action on both Muldraugh Hills—one on the L&N and one on the IC—and L&N freights on the Short Line and the old Monon. A delightful diversion is a fantrip with a Monon BL2, which includes some in-cab views of the unit's old-style control stand layout. The vivid 567 engine chants send shivers up and down the spine! You get Southern and NS SDs on the St. Louis line and Conrail GP38-2s on the old Pennsy line north before the program wraps up with another pleasant surprise: a fantrip with the Southern green and gold FP7s. Ken and Ron Durham did a fine job with this one: well shot, professionally edited and nicely narrated. If you want diesel action, this is the tape for you—AL DI CENSO.

"Snow Train," by Roger Holmes, P.O. Box 124, Hudson, IL 61748. 24-minute VHS or Beta videocassette. $22.95 (includes shipment by First Class mail in U.S.).

Looking for something a bit different? This little sleeper has some scenes that will blow your socks off! The theme is snow, and the story is in four parts. First is the Union Pacific 4-8-4 8444 en route to the New Orleans World's Fair in March 1983, with snowy weather between Kansas City and Jefferson City, Missouri. It features a good selection of runbys with a handsome train.

Then comes the Toledo, Peoria & Western in its last week of operation as an independent in December 1983—the only steam action in this one is the rolling vapor surrounding the Illinois River bridge as a pair of GP38-2s take a piggybacker west. Then there is a noteworthy scene of a freight on December 27, 1983, taking C424s 800/801 east to the M&E and SW1500 304 and GP18 600 to the Vermont Railway. By far the most spectacular footage, however, is a pace alongside a Santa Fe GP39-2 on the former-TP&W in February 1985 with the Geep booming through snowdrifts with one furious white-out lasting a full 30 seconds! The rotary snowplow scenes on the TP&W that wrap up this tape are unusual but anticlimactic by comparison—though you get a very good look at the workings of the big Santa Fe rotary that was brought to the flatlands to clear out wind-drifted cuts.

This tape has good live sound but no narration; a "shot list" describes the action. The editing and overall production are good, but the camera work is conservative to a fault. Rock-steady on a tripod, the runbys are like moving 35mm slides, but most of them could have been improved with a pan to follow the action. The pacing sequences, however, are excellent. This is a very entertaining and unusual tape at a real bargain price—AL DI CENSO.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

SACRAMENTO, CALIFORNIA, March 1-September 16. "Winter's Professionals," color photo exhibit depicting the snow fighters of Donner Pass by Richard Steinheimer, Dick Dorn, Dale Sanders and Shirley Burman Steinheimer at the California State Railroad Museum. Open daily except Monday, 10am-5pm, at the Stanford Gallery in the Big Four Building. Photo exhibit admission is free. Contact: California State Railroad Museum, 111 I Street, Sacramento, CA 95814; 916/324-4724.

WASHINGTON, D.C., April 20. "Trolley Car Spectacular" at the National Capital Trolley Museum on Bonifant Road between Layhill Road and New Hampshire Avenue in Wheaton, Maryland. For information call 301/384-9797.

PERRIS, CALIFORNIA, April 26-27. "1986 Rail Festival" at Orange Empire Railway Museum with special equipment and operations. For details contact: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370; 714/657-2605.

AKRON, OHIO, April 26-27. "The Pittsburgh Limited" excursion from Akron to Pittsburgh with Conrail diesel power. Five-hour layover in Pittsburgh for lunch, shopping, sightseeing and railfanning. Depart Akron 8am and return 9pm each day. Fare is $39.50, senior citizens $35.50 and children $31.50. Contact: Rails Diversified of Ohio, P.O. Box 1567, Stow, OH 44224; 216/686-2270 9am-4pm weekdays only.

SCRANTON, PENNSYLVANIA, May 3-4. "Spring Railfans Weekend" at Steamtown U.S.A. featuring steam and diesel power on special operations and passenger and freight consists. Night photo session Saturday conducted by R&R Editor Jim Boyd. Photo runbys are made in areas not accessible by automobile, including Nay Aug Tunnel and Roaring Brook Gorge. Weekend pass available including opening banquet ($54.95) or without banquet ($45). Tickets limited to 400. Contact: Steamtown Foundation Railfans Weekend, P.O. Box 5250, Scranton, PA 18505-5250.

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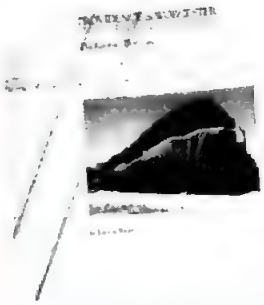

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TACOMA, WASHINGTON, May 3-4. Mt. Rainier Scenic R.R. "Frederickson Express" leaves East 25th and D Street in Tacoma at 11am each day for 2-hour 22-mile roundtrip over Tacoma Eastern/Milwaukee/Chehalis Western trackage including the 3.75% Tacoma Hill. Train of two coaches and open-platform obs pulled by Porter 2-8-2 No 5. Seating limited to 180 each day. Fare $18, advance reservations required. Contact: Mt. Rainier Scenic Railroad, P.O. Box 921, Elbe, WA 98330; 206/569-2588.

NICKEL PLATE 2-8-4 765, 1986 Season. NKP 2-8-4 765 will be operated on the following dates by the Fort Wayne Railroad Historical Society. See list at end for sponsoring organizations and check locally for details

May 3-4, Orrville, Ohio, to Pittsburgh, Pa., and return each day (ORHC); **May 10-11,** Pittsburgh to Altoona, Pa., over Horseshoe Curve and return each day (PTMS); **May 17-18,** Struthers, Ohio, to Pittsburgh via P&LE and return each day (MVRHA); **May 31-June 1, 7-8,** Buffalo to Corning, N.Y., and return each day (WNYRHS).

June 21-22, Syracuse to Corning, N.Y., and return each day (CNY); **July 19-20,** Albany to Harmon, N.Y., and return each day; **July 26,** Boston to North Adams, Mass., and return via Hoosac Tunnel for NRHS/RRE/NMRA Convention; **July 27,** Boston to Portland, Maine, and return for Convention.

August 2-3, Hoboken, N.J. to Selkirk, N.Y., and return each day on Conrail River Line (JCTS); **August 9-10,** Port Jervis to Binghamton, N.Y., and return each day (DPS); **August 16-17,** two day trip Buffalo to Williamsport, Pa., eastbound via Keating on Saturday and return via Corning on Sunday.

September 13-14, Ft. Wayne to Peru, Ind., and return each day; **September 20-21,** Cincinnati to Columbus, Ohio, and return each day; **October 11-12, 18-19,** Huntington to Hinton, W.Va., via New River Gorge and return each day.

The sponsoring organizations are: (ORHC) Orrville Railroad Heritage Committee, P.O. Box 31, Orrville, OH 44667; (PTMS) Pittsburgh Transportation Museum Society, P.O. Box 2383, Pittsburgh, PA 15230; (MVRHA) Mahoning Valley Railroad Heritage Association, P.O. Box 765, Struthers, OH 44471; (WNYRHS) Western New York Railway Historical Society, P.O. Box 502, Tonawanda, NY 14151; (CNY) Central New York Chapter NRHS, Martisco Station Museum, Martisco Road, Marcellus, NY 13108; (JCTS) Jersey Central and Tri-State Chapters NRHS, Tri-State Ry. Historical Soc., P.O. Box 2243, Clifton, NJ 07015, 201/488-5429; (DPS) Depot Preservation Society, P.O. Box 1004, Port Jervis, NY 12771, 914/856-6694. For sponsors not otherwise listed contact: Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855.

CASS, WEST VIRGINIA, May 16-18. "Cass Railfan Weekend" with three days of geared locomotive action on the mountain with photo runbys, special consists and a night photo session. Weekend ticket $40. Contact: Cass Railfan Weekend 1986, P.O. Box 75, Cass, WV 24927; 304/456-4300 or 456-4302 (days) or 456-4362 (nights).

GRASS VALLEY, CALIFORNIA, May 15-18. Pacific Coast Region NMRA Convention featuring model activities plus tour of SP Roseville shop and engine facility. Contact: Ken James, Registration Chairman; Gold Country '86; P.O. Box 1761; Grass Valley, CA 95945; 916/272-7707.

RAIL TRAVEL CENTER, One Fountain Court, 1201 Pacific Ave., Tacoma, WA 98402, (206/572-5850) has the following escorted tour rail excursions scheduled:

STEAM EXPO, May 17-25, Canadian Rockies tour on VIA Rail to Banff, Jasper, Lake Louise and EXPO Parade of Steam.

ALASKA, May 25-June 9, begin with Steam EXPO and then cruise on steamship "Rhapsody" to Whittier and round trip to Fairbanks on Alaska R.R. with sightseeing at Anchorage, Denali and Fairbanks.

YELLOWSTONE, July 10-19, rail tour including the Tetons and Sun Valley.

COLORADO, August 20-30, tour to include Colorado Railroad Museum, Georgetown Loop, Pikes Peak Cog, Royal Gorge, Cumbres & Toltec and Durango & Silverton plus Rocky Mountain and Mesa Verde National Parks and Amtrak's "California Zephyr."

HOBOKEN, NEW JERSEY, May 18. "Spring Railfan's Special" from Hoboken to Monmouth Junction, N.J., and return via rare freight-only trackage including National Docks Branch, Chemical Coast Branch, Amboy Secondary, Jamesburg Branch and the P&H Branch. For flyer and order form, contact: Tri-State Railway Historical Society, Inc., P.O. Box 2243, Clifton, NJ 07015; 201/488-5429

CLINTON, MICHIGAN, May 23-26. Second Annual North American Railcar Operator's Association Motor Car Convention. Events include day and night runs on the 13.5-mile Southern Michigan Railroad plus a slide/movie night, motor car maintenance clinic and night photo session. For further information and registration package send large SSAE to: NARCOA, P.O. Box 434, Clinton, MI 49236; 517/423-7989.

VANCOUVER, BRITISH COLUMBIA, May 23-June 1. SteamEXPO at EXPO 86 Worlds Fair with Grand Parade of Steam on May 23 and a week of steam activities both on fairgrounds and on lines out of Vancouver. Numerous steam locomotives, large and small under steam including BCR

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VANCOUVER, BRITISH COLUMBIA, May 24-26. "Okanagan Express" luxury excursion train into the heart of the Canadian Rockies from Vancouver to Kamloops, B.C., amidst spectacular scenery. Contact: British Columbia Chapter NRHS, Box 33763 Station D, Vancouver, BC, Canada V6J 4L6, or call Drainie Travel, 604/669-6900.

SNOQUALMIE, WASHINGTON, May 31-June 4. "Railfan Special Northwest." Stop at the Puget Sound & Snoqualmie Valley Railroad on your return from Steam EXPO. Events include displays, mixed trains, photo opportunities and tours. Steam, diesel, freight, passenger and work equipment to operate on six miles of former-NP track. Largest collection in the Northwest. 30 miles east of Seattle via I90. For more information, send SSAE to: Puget Sound Railway Historical Association, P.O. Box 459, Snoqualmie, WA 98065, 206/746-4025.

OELWEIN, IOWA, June 21-22. "Oelwein Railroad Days" featuring C&NW 4-6-0 1385 on excursion runs and open house at C&NW locomotive shops. Also flea market, Hobo King semifinals, carnival, bluegrass festival, airplane fly-in and antique car show. Contact: Oelwein Railroad Days, P.O. Box 420, Oelwein, IA 50662.

SOUTH CARVER, MASSACHUSETTS, June 21-22. Edaville Railroad's 17th Annual Railfan Weekend and Collectors Flea Market at Edaville Railroad on Route 58. Each day 10am-5:30pm. Adults $7.50, kids $5, under 3 free. Contact: Edaville Railroad, P.O. Box 7, So. Carver, MA 02366; 617/866-4526.

HAMBURG, PENNSYLVANIA, June 27-29. Railfan Weekend on the Blue Mountain & Reading R.R. will feature ex-GM&N 4-6-2 425, Reading GP30 5513 and RDC cars on special trains including passenger and freight consists. The 425 will run Conrail's ex-Reading line to Pottsville, Pa., on Sunday afternoon. Night photo session conducted by R&R Editor Jim Boyd on Friday evening at Reading Shops. For detailed information, send SSAE to: Blue Mountain & Reading, P.O. Box 307, Shoemakersville, PA 19555; 215/562-4083.

ONTARIO, CALIFORNIA, June 26-29. Santa Fe Modelers Organization 6th Annual Convention will commemorate the 50th Anniversary of the *Super Chief*. Activities include tour of AT&SF San Bernardino Shop, model and photo contests, AT&SF Chief of Police Carl Ball's program on railfans and the railroad, and audio-visual programs by Joe McMillan and Gordon Bassett. Headquarters will be Red Lion Inn at 222 N. Vineyard in Ontario, Cal. (I-10 Vineyard off-ramp). Contact: Larry Occhiello, 6406 Winona Ave., San Diego, CA 92120.

SOUTH ELGIN, ILLINOIS, June 28. "Electric Railroad Fair '85" at Fox River Trolley Museum. All serviceable cars in collection will be run on a non-stop schedule providing opportunities to ride and photograph equipment not normally operated. Also railroadiana flea market and slide/movie shows. Contact: Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177.

CHEYENNE, WYOMING, July 18-19. A "Railfair" will be held at the Union Pacific depot during the 90th Cheyenne Frontier Days Rodeo.

BOSTON, MASSACHUSETTS, July 21-27. "Minuteman" joint national conventions of NRHS, NMRA and RRE. Fantrips, equipment displays, tours, model displays and contests, family activities and more. To get on the information mailing list, send a postcard with your name, address and phone number to: Boston Chapter NRHS, P.O. Box 1020, Brookline Village, MA 02147.

INTERNATIONAL TOURS

SOUTH AFRICA, October 1986. SARitravel rail tour beginning with the *Blue Train* from Johannesburg to Cape Town and then special steam train for 12 days behind 4-8-4s, 4-8-2s, a 4-6-2 and GMAM Garratt, including "Red Devil" Super 4-8-4. Limited to 106 passengers. Cost is $3600 per person including air fare from New York. For full color itinerary and reservations, call toll-free SARitravel 800/223-1880.

RAILROADIANA MEETS

WHISTLE STOP TRAIN SHOW & SALE will be held at the following locations and dates. Friday and Saturday 10am-9pm, Sunday noon-5pm. Free parking and admission. Contact: Railway Employees Activities Association, P.O. Box 16489, Rocky River, OH 44116; or call James Madden 216/476-0456.

Akron, Ohio, April 4-6, Rolling Acres Mall.

Youngstown, Ohio April 18-20, Southern Park Mall, 7401 Market Street.

Kalamazoo (Portage), Michigan, April 25-27, Crossroads Mall, 6650 South Westnedge.

BELMONT, NORTH CAROLINA, April 19. Carolina Train & Toy Show at the National Guard Armory, 300 6th Street, 10am-4pm. Admission $1.50. Contact: (please send large SSAE) North Marietta Depot, 2640 Fraser Road, Marietta, GA 30066.

MILTON, VERMONT, April 19. Burlington Area Railroadiana & Model Railroad Show at Milton High School, U.S. Rte.7, 10am-4pm. Admission $2, kids 6-12 50¢, under 6 free. Contact: Nilo or Karen Korpi, 114 Hemlock Road, Milton, VT 05468; 802/893-4157.

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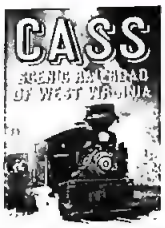

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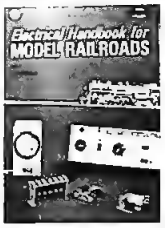

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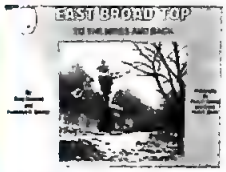

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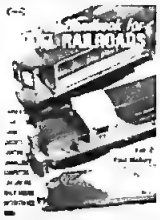

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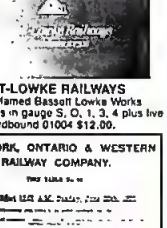

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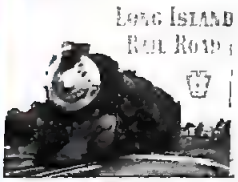

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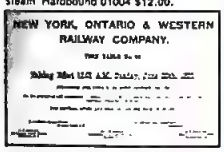

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ST. LOUIS, MISSOURI, April 26. Railroad Show & Swap Meet hosted by the McDonnell Douglas Railroad Club at the Greensfelder Recreation Complex, Queeny Park, 550 Weidman Rd., in Manchester, 9am-2pm. Admission $1, advance table $8, at door $10. Contact: Richard Yound, 105 Francisca, Florissant, MO 63031, 314/837-3407.

MIDDLEBORO, MASSACHUSETTS, April 27. "A&D Toy Train Meet" to buy, sell, swap railroadiana, toy trains, accessories, books, etc. Operating layouts. 8:30am-2pm. Adults $2.50, kids 5-12 $1. Tables $10 Contact: A&D Toy Train Village, 49 Plymouth Street, Middleboro, MA 02346; Adolph Arnold 617/947-5303

CARSON CITY, NEVADA, April 26-27. Nevada Railroaders of Carson City 6th Annual Swap Meet & Railroad Show at the National Guard Armory, 2551 S. Carson Street Sat 9am-5pm, Sun. 9am-3pm. Admission $1, kids and seniors 50¢. Contact: NRCC, P.O. Box 2162, Carson City, NV 89702; 702/882-3007.

JERSEY CITY, NEW JERSEY, May 18. "Rail EXPO IV" Railroadiana, Model Railroad and Toy Train Show & Sale at CNJ Passenger Terminal in Liberty State Park on the Hudson River (enter via Exit 14-B N.J. Turnpike) 9am-5pm Adjacent to Liberty Antique & Custom Car Show. Admission $3.50 (50¢ of each admission donated to Statue of Liberty Restoration), kids under 12 free. Contact: Communipaw Commemoratives Rail EXPO, P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002.

TOLEDO, OHIO, May 18. Toledo Area Railroaders' 5th Annual Spring Railroad Show & Swap Meet at Meadow Brook Place, 4480 Heatherdowns Blvd. 10:30am-4:30pm. Contact: Steven Scanes, 101 Hargrave Rd., Toledo, OH 43615; 419/536-1232 or 800/445-1268.

KITTANNING, PENNSYLVANIA, May 18. Central Armstrong Model Railroad Train Show at Kittanning Twp. Firehall, E. Rte. 422. 10am-4pm. Admission $2.50, under 12 free. Contact: James W. Boyer, RD2 Box 133, Ford City, PA 16226; 412/763-8327.

ST. CHARLES, ILLINOIS, June 8. "10th Annual Midwest Railroadiana Show" at Kane County Fairgrounds. 10am-4pm. One of the biggest shows anywhere, and this year even larger! Tables $20. Contact: Bev Birk, P.O. Box 1107, Wheaton, IL 60189.

CHARLOTTE, NORTH CAROLINA, June 21. Piedmont Carolina Model Train & Hobby Meet at Heritage U.S.A., I-77 South Exit 74. 9am-3pm. Admission $2. Contact: David Summerford, RT1 Box 41, Pineville, NC 28134; 704/377-2582 or 588-0147.

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Jay Potter

The PC and Conrail Century 430 photos in this issue are Jay Potter's initial contributions to R&R. Born in 1946, he grew up in Wheeling, W.Va., and developed an interest in railroading in 1960 after seeing the last of the B&O EM-1 2-8-8-4s in storage at Benwood Junction. Being too late for steam, his interest shifted to diesels at Benwood and the PRR at Mingo Junction.

In 1964 Jay entered the U.S. Naval Academy, and his four years there were followed

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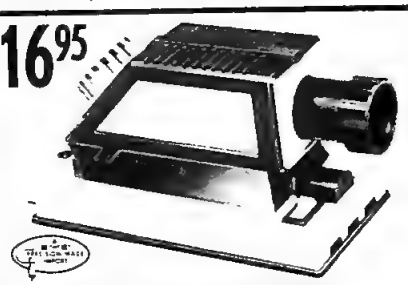
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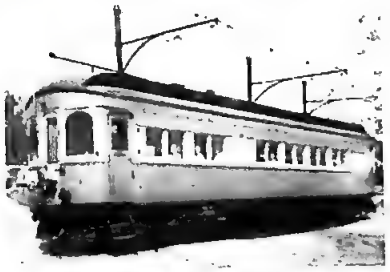
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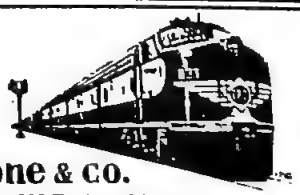
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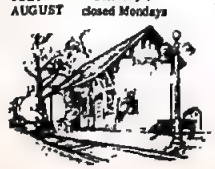

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by two years on a destroyer and two more on a gunboat in Viet Nam. With opportunities for locomotive photography obviously limited, he spent these years collecting first-generation diesel negatives from other photographers. His photography picked up in 1972 when he returned from Viet Nam and found B&O F7s still at Benwood and PC Alcos congregating at Mingo Junction—but being stationed in Rhode Island, his F and Alco photos were the result of 1400-mile roundtrip drives!

All of Jay's work has been black & white, mostly with Tri-X in a Pentax 6×7. He describes his camera and darkroom techniques as "basically competent but extremely unsophisticated." Once the F7s and Alcos departed, Jay's photography all but ceased, although he still maintains his negative collection and occasionally submits material to hobby publications. He has provided photo articles for *Trains* and a wide variety of railfan magazines, historical society publications and books. As one might suspect, his favorite railroad is the B&O, followed closely by the Pennsy and its successors.

Jay left active duty in 1975 but retains a commission as a lieutenant commander in the Naval Reserve. In addition to his B.S. from Annapolis, he has an M.B.A. and a law degree. Having tried unsuccessfully to find employment in the rail industry, Jay is currently an officer in a major West Virginia bank. He and his wife Maria, who is also an attorney, reside in Charleston, W.Va. Jay has one son, 12-year-old, Jeremy, by a prior marriage.

Dan Olah

There hasn't been a day Dan Olah can recall when he hasn't watched, ridden, studied, photographed or worked on railroads. The author of our article on the Puget Sound & Snoqualmie Valley was born in Akron, Ohio, in 1950, and as a boy witnessed the curtain call of B&O and Nickel Plate steam. He later spent long afternoons on the loading dock of his grandfather's cold storage warehouse watching Erie, Pennsy and B&O trains. The Erie was a favorite, and his first train ride was on the *Lake Cities* at age 5. He began taking train photos with a Petri 7S 35mm in high school.

His dream of working for a railroad was fulfilled just after high school when he hired out as a relief clerk at EL's McCoy Street Yard. As he notes, "It was easy to break me in, as I was already familiar with most of the

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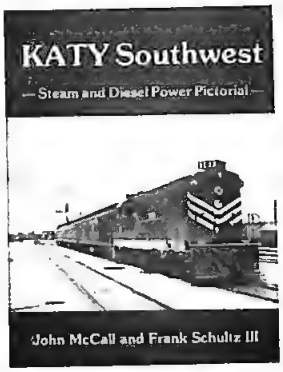

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required duties and new many of the railroaders there." But Dan joined the Navy in 1969, going to basic training at Great Lakes.

This opened up Chicago to him. "Trainmen were often tolerant of a railfan serviceman seeking a ride, and being an ex-'rail' didn't hurt." One of his most memorable rides was on a Rock Island piggybacker from La Salle Street to Council Bluffs, "deadheading" in the cab of E3A 625 behind E6A 630. Navy assignments took him to the Deep South, and two Mediteranean cruises on a destroyer got him a look at European railroads. There he purchased a Canon FT, and has since used a number of other Canons, including his present A-1 and TX.

Dan was out of the Navy in 1973 and settled in Seattle. The next spring he hired out on the Burlington Northern at the former-GN roundhouse at Interbay, where there were plenty of pre-merger colors, Alcos and covered wagons. He worked a variety of jobs including hostler helper, laborer and fuel truck driver. He produced a shop newsletter and has been involved in promoting safety on the job. Always active in union matters, in 1977 Dan was elected secretary-treasurer of Local 764 of the International Brotherhood of Firemen and Oilers. In 1984 he became local president and supports new concepts in labor/management relations.

While working for his Associate Arts degree at North Seattle Community College, Dan discovered he enjoyed writing. This led to his "Northwest Images" freelance photography and writing business, which includes portraits, weddings and commercial work. He has had work in *Trains, CTC Board, BN Seattle Region News* and some non-rail publications, as well as R&R.

Railroads and photography aren't the only things in his life, though. He has been happily married for twelve years and has a 5-year-old daughter, Heather. He points out, "Susanne is as patient and understanding a wife as any railfan could want. Since she was born and raised in West Germany, we have made many visits to Europe to see her family and have ridden trains all over the continent. Heather seems to have inherited Dad's 'railroad chromosomes' and has already gotten cab rides and seen steam engines."

Dan's other interests include hiking, camping, music, history and travel. Researching his article on the Puget Sound & Snoqualmie Valley got him interested in the museum, and he joined the group in 1984, becoming their publicity director. He is also a member of the Erie Lackawanna Historical Society.

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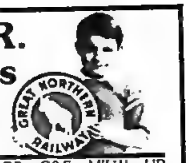

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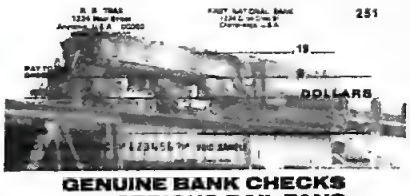

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Automated slide shows

GUEST COLUMNIST: PRESTON COOK

Anyone who has been in this hobby for more than a year or so has undoubtedly been subjected to that most subtle of torture techniques, the snail's-pace slide show. This cruel and unusual punishment can result from several causes. It is, of course, possible for the person presenting the show to talk the slides to death while boring the audience to tears. The abuse is usually unintentional, but occasionally you encounter that rare individual who has honed slide torture to virtual perfection through years of practice.

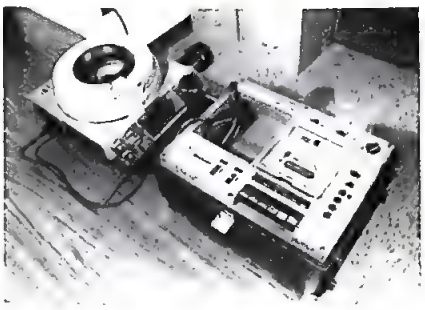
On the other hand, the *audience* can occasionally produce one of those wayward travellers from a remote galaxy (possibly landed on this planet by mistake) who manages to invade the slide show with a seemingly endless barrage of trivial or irrelevant questions, which the all-knowing and omnipotent sage presenting the program is expected to answer while simultaneously operating the projector and narrating the show. The questions presented usually pertain to subjects where the person doing the asking already knows the answers—with the audience thus becoming *his* audience, as the slide show is bogged down in an aimless journey through wastelands of trivia as the projector is sequentially burning thirty years of life out of each slide.

After a few instances of slow torture by projection, you may find yourself approaching slide shows with a sense of impending doom. Sure, you get to see many good shows, but you also spend a lot of time in the middle of pointless debates under the glow of the silver screen. If you are part of the audience, you usually just have to grin and bear it. But if you are giving the slide show, the situation is different, there *is* something you can do in self-defense. Did you ever notice that movies and video seldom generate the kind of debating society competitions that slide shows do? That is because they keep right on running, providing a self-limiting action to the undercurrent of discussion. Sometimes you put a lot of time and effort into setting up a slide show, only to see the point of your slide selecting and editing lost because the show gets bogged down in trivia discussions.

Wouldn't it be an improvement to have a reasonably affordable system which could operate the projector and keep a slide show moving along at a good pace while providing the narration and some background music?

On several occasions, I had seen Jim Boyd's tape-slide shows on Amtrak and steam, in which he manually synchronizes the projector to the taped music and narration. The programs capture the audience's attention like a movie, and they advance rapidly enough to keep interest high, while eliminating the debating society atmosphere that can develop in a "live" show. I was impressed by the possibilities of this type of presentation, but the manual synchronization of the slides and tape just didn't seem suitable to me. Since Jim has fairly frequent opportunities to show his programs, he remains familiar enough with them to be able to run them properly. I don't show slides that often, and I wanted a system where the show would run itself, so I could put it away for a couple of months and not need to run it a few times before each showing to re-familiarize myself with it.

Last summer, Ken Rattenne from California visited a New Jersey railfan group and presented his excellent synchronized tape slide shows, which combine impressive pho-



PRESTON COOK'S Sharp RD685AV dissolve unit is shown here with a Carousel projector. The unit can handle two projectors and can work with or without an extension speaker.

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tography with extensive use of professional-quality title slides and feature special effects controlled by a programmable dissolve unit. As in Boyd's presentations, the pace of the music and narration moved the shows along briskly, and the audience got to see many more slides than would have been comfortable in a conventional slide show. Ken's equipment consisted of the programmable dissolve unit, a tape deck, amplifier, speakers and the two projectors needed to do slide dissolves. This seemed a bit more cumbersome than what I needed for my own use, but his presentation gave me the motivation to try a synchronized tape-slide show of my own, starting more or less from scratch. I talked the idea over with Boyd, who filled me in on how he developed his shows. He then suggested that I research the available equipment and techniques and write up my findings for this column.

A visit to my local audio-visual store revealed that there was a wide selection of equipment to choose from. I already had a Kodak Carousel projector with the standard seven-prong plug necessary to adapt to tape-slide synchronizing units. Prices for units to control the projector from a tape deck ranged from around $100 for the simplest tape/projector synchronizer to more than $900 for an advanced, programmable dissolve unit. After looking through all the available units listed in catalogs at the store, one product seemed best suited for my application. This was the Sharp RD685AV, which has a tape deck capable of both recording and playback, a ten-watt amplifier with a woofer and tweeter, and the capability to do either a single projector synchronized tape-slide presentation or a two projector dissolve tape-slide show, the mode of operation being selected by simply throwing a switch. The unit has a VU meter to monitor recording level and a built-in microphone as well as external mic and line taps. Although it has its own built-in speaker system, it can drive a remote speaker as well with either a line signal or variable volume. For basic sync-slide shows with a single projector, the only items needed are this unit and the projector, which simplifies the set-up and eliminates the need for running wires all over the projection table between individual components. In view of all the functions which this unit can perform, its list price of about $300 seemed most reasonable. And it is housed in a durable carrying case with metal-protected corners and a carrying handle.

In the July issue we'll get into the specifics of preparing a program with this unit—

PRESTON COOK.

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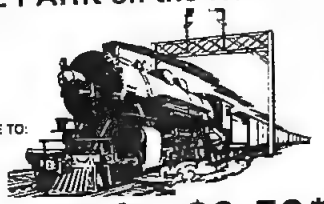

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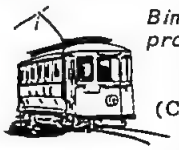

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Transit Currents

YVT donated to Yakima

Over the past few years, there have been some doubts about the fate of the Yakima Valley Transportation Company. On Monday, November 18, 1985, the Union Pacific Railroad donated the entire Yakima Valley Transportation Company to the city of Yakima, Washington. This includes the trackage, catenary, substations, one locomotive, parts and tools. The value of the donation is estimated at $1.1 million. The locomotive remaining at Yakima is the handsome steeple-cab 298.

In a separate donation, the Union Pacific presented YVT boxcab locomotive 297 to the Orange Empire Trolley Museum at Perris, California. The 297 formerly belonged to the Glendale & Montrose as its No. 22. The 297 made YVT's last run for the benefit of UP officials and some invited guests, including our correspondent Kenneth G. Johnsen. YVT 296, the unloved Trackmobile, was scooted off to another part of the UP system.

Yakima Interurban Lines Association has the responsibility for continuing the tourist trolley operation and the development of a museum for the YVT locomotives and other artifacts. Ever since the YILA took over the operation of the trolleys from the Visitors & Convention Bureau several years ago, the cars have run in the black. The bond issue that was put before the public to raise funds to enlarge Yakima's Nob Hill Boulevard failed at the polls in the November election; this is good news because it would have called for the removal of a portion of the YVT trackage. As Ken Johnsen writes, "trolley officials can breathe more easily for at least another year."

Los Angeles light rail

Los Angeles County Transportation Commission Chairwoman Jacki Bacharach and Southern Pacirfic Transportation Company President Denman McNear signed documents on June 19, 1985, that will lead to the purchase of 16 miles of SP right-of-way that will be used for the Long Beach-Los Angeles rail transit project. The right-of-way runs from 16th Street in downtown Los Angeles to Long Beach Boulevard and Willow Street in Long Beach. The purchase price was $25.8 million. The new light rail line, retracing the steps of the old Pacific Electric, will cost $595 million and will be paid for entirely with funds from Proposition A, which is Los Angeles Country's ½% sales tax for public transit. The new trolley line is expected to begin operation late in 1989 or early 1990.

Still hanging fire is the heavy rapid transit Metrorail subway running from Union Station in downtown Los Angeles to the San Fernando Valley by way of the Wilshire Boulevard corridor. Funds are to be requested from the Urban Mass Transportation Administration, and the Reagan Administration has recommended eliminating all funding for the new rail starts in the 1986 federal budget. Congress is expected to reject the Administration's position.

The rail line in the Century Freeway, dubbed the Century Rail Transit Project, was to get under way in a modest way during the summer of 1985. The first step will be an electrical conduit built into a 1000-foot bridge spanning the Harbor Freeway. The conduit will carry the power for the rail line as well as lines for communication signals, including closed-circuit television and telephone lines. Similar conduits will be built into most of the bridges along the freeway.

Southern California transit

Those readers interested in more information on the plans for rail transit improvements in the Los Angeles area will want to get a copy of *Crossroads*, the Southern California transportation magazine for 1985, which is available from the Southern California Association of Governments, 600 South Commonwealth Ave., Los Angeles, CA 90005 (213/385-1000). The magazine contains interesting historical items about the red cars and other parts of the formation of Southern California around the public transit network. It also includes a substantial amount of information on the light rapid transit projects already under way in the Long Beach corridor and the Century Freeway corridor as well as the future proposals.

Commuting in Washington

Only the Green Line rapid transit portion of the Washington Metro Rapid Transit System remains to be built, and progress is being made. Several contracts have been let for construction of tunnels to link the Waterfront Station at 4th and M Streets, S.W., with a stop near the Washington Navy Yard. A contract has also been let for the 1000-space parking garage at the Anacostia Station near Route I-295 and Howard Road, S.E.

On October 17, 1985, the Urban Mass Transportation Administration agreed to provide funds for capital improvements to stations for cummuter rail service between Fredericksburg, Virginia, and Union Station in Washington. UMTA will pay 75% of $750,000 to $1 million to install platforms and parking lots at stations at Fredericksburg, Brooke, Quantico, Featherstone, Woodbridge and Springfield. Amtrak will operate the commuter rail service on existing trackage.

Although it has never been extensive, commuter service has a long history in the Washington, D.C., area. During the Civil War the federal bureaucracy expanded; Washington was so overcrowded that many people lived in Baltimore and commuted back and forth on the train. A special B&O commuter train began to operate in 1863; it departed Baltimore at 7:10 a.m. daily and left from Washington at 4:30 p.m. for the return trip. The fare was "commuted;" that is, it was cut. Service is still operated along the B&O line which is paralleled by Amtrak service on the

former PRR main line. Marion J. Zych, Jr., supplied the information.

Early days in South Bend

South Bend, Indiana, saw the beginning of horse-drawn streetcar service on May 26, 1885. Perhaps even more interesting is that a century ago South Bend was the site of one of the earliest electric railway ventures in the country. George K. Bradley, an eminent transit historian, has prepared a news release that tells the story:

"South Bend, Ind., November 15, 1885: The South Bend Street Railroad Company today began commercial operation of its new electrically-powered streetcars. Five trips were made over the mile and a quarter Michigan Street line using a large open-sided car carrying over 70 passengers on each trip.

"The electric railway is the work of Mr. Charles J. Van Depoele of the Van Depoele Electric Manufacturing Company of Chicago and combines all of the most recent innovations into a practical system that can replace animal power for street railways. Mr. Van Depoele's complete system uses one electric motor mounted under the floor of each car. The current comes from a large copper wire that is suspended from special hangers and cross wires over the center of the street. A unit called a "traveller" rides along the copper wire above the streetcar to which it is attached by a flexible wire. The traveller is so arranged that it moves through special switches in the wire above the car passing sidings and allows cars to pass with ease. The flexible wire from the traveller connects to wires on the car roof that carry the current to regulators and the motor. The cars have a regulator on each end so the cars can move in either direction. The regulator controls the speed of the cars up to eight miles per hour.

"Three more cars are now being equipped with five horsepower motors and will be used on the complete 2½-mile Michigan Street and Chapin Place line. This line is practically new, and Mr. Van Depoele was easily able to bond the rails by placing 3"×12" copper plates under the rail joints to complete the circuit. Two 20-h.p. generators, driven by a 50-h.p. water wheel, supply the current for the motors.

"Mr. Van Depoele's practical application allows several cars to independently run back and forth at the same time without interfering with the others. South Bend, where the electric streetcars were first tested yesterday, has the honor of being the first U.S. city with electric motive power on a regular streetcar line in a city public thoroughfare."

San Francisco commuting

In Oakland, Cal., there were some delays for BART riders during the summer of 1985 as the result of work on the third BART track beneath downtown Oakland. There were power shutdowns, and starting on July 7 BART train operators had to take manual control for the portion of the trip between MacArthur and the 19th Street stations. The third track will help eliminate the BARTleneck in downtown Oakland.

In the Walnut Creek area of the East Bay, BART appears to be ending its opposition to the new Contra Costa transportation agency. By providing support, BART could gain a major voice in the work that will be going on in this fast-growing portion of the San Francisco Bay area. If the proposal mooted in mid-June 1985 is approved, BART would pay up to $175,000 for the first year of operation. BART would have the opportunity to control future mass transit projects in Contra Costa Country; this includes a proposed

KENNETH G. JOHNSEN

THE YAKIMA VALLEY Transportation Company made its last run as a freight railroad on November 18, 1985. Locomotives 298 and 297 are shown at the Naches River bridge just hours before the Union Pacific donated the entire railroad (valued at $1.1 million) to the City of Yakima for continuation of their tourist trolley service. Steeple-cab 298 will remain at Yakima, while the boxcab 297 was donated to the Orange Empire Trolley Museum at Perris, California.

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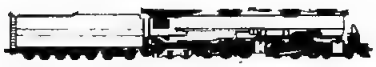

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Transit Currents

trolley line from Concord to Pleasanton along the abandoned Southern Pacific railroad tracks in the San Ramon Valley. One of the reasons for BART's interest is that it would be allowed to become involved and share in the hundreds of millions of dollars that the Contra Costa Transit Agency will receive through the half-percent sales tax that the county is expected to put on the ballot for voter approval in 1986. The money would help BART to fund some of the extensions it has planned to get under way in the next two decades.

Bad news is trouble with the new BART cars—offically dubbed the "C" cars—being constructed by Soferval, Inc., of France. Several bridges had to be strengthened, namely the Oak Grove Road and Bancroft Road overpasses near Pleasant Hill Station, in order to bear the heavier cars. The new cars weigh between 3000 and 6000 lbs. more than the current BART cars. A ten-car train of the newest cars might weigh as much as 54,000 lbs. more than a ten-car train of the original equipment and thus put undue strain on the bridges. In a temperature-controlled hot room in Philadelphia, the new cars flunked the temperature test. Air ducts and other changes may have to be made for the air conditioning to meet BART specifications, which are about the most difficult in the transit world. Aluminum bodies of the four trouble-plagued prototypes also flunked BART's tests and will be scrapped after the testing procedures rather than ever going into revenue service.

There are plans about to benefit transit users by a scheme to tie together the use of the San Francisco Municipal Railway, the AC Transit bus system and BART with a "Super Fast Pass." The new flash pass will, eventually, be usable on all three transit systems, thus removing the barrier of having to fish around for exact change at every transfer point. Thomas W. McGarry sends the news.

Red and Blue together

A great game in Boston is to travel from Cambridge to Logan Airport by public transportation. It requires riding the Red Line subway from Cambridge to Park Street, transferring to the Green Line trolley subway from Park Street to Government Center Station, and then a quick dash downstairs to the Blue Line that takes the rider to the Airport station where transfer is made to a Mass Port bus in order to reach the several airline terminals. On October 30, 1985, the Board of Directors of the Massachusetts Bay Transportation Authority moved to study the feasiblility of extending the Blue Line subway from Bowdoin Station, its present terminal, to Charles Station on the Red Line. This would improve the connectivity of the rail lines in Boston and make it much easier to get between Cambridge and Logan Airport, as well as East Boston and the Massachusetts General Hospital in the vicinity of Charles Station.

One of the important things that MBTA is doing to boost commuter rail ridership is to improve park-and-ride facilities. New or expanded facilities will be under design for South Attleboro, Franklin, Norfolk, Walpole, Norwood Central, Readville, Hyde Park, Auburndale, West Newton, Newtonville, Swampscott, Bradford, Oak Grove and Wellington.

George Krambles Scholarship Fund

When George Krambles, noted transit historian and transit manager, retired as executive director of the Chicago Transit Authority in 1980, the George Krambles Transit Scholarship Fund was created in place of the traditional personal retirement gift. The fund is to help students who wish to make careers in the transit field. Since 1981, 16 students in nine different universities across the nation have received a total of $16,500 in aid. I am happy to be the administrator of the scholarship program.

The members of the GKTSF Board of Directors are seeking further contributions for this worthy cause. Contributions to the fund are tax-deductable. If you are interested in helping, make your check payable to the George Krambles Transit Scholarship Fund and mail it to the Fund at P.O. Box 3187, Oak Park, IL 60303.

Subways

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under construction or in the late planning stages are covered in the December 1985 issue. Single copies of the magazine are available for $2.50 from *Mass Transit*, 1190 National Press Building, Washington, DC 20045.

Flashes

Slowly but surely the light rail line in CALGARY, Alberta, is expanding. April 27, 1985, saw a second line running from the Seventh Avenue South Transit Mall to a terminus at 39th Avenue Northeast. The line is approximately six miles in length and joins the nine-mile line that went into operation on May 25, 1981. Both lines use the transit mall; there is no through running between the two lines.

In the BOSTON area the Harvard Square bus tunnel, which was closed in 1979 to be modernized as a part of the $72 million reconstruction of the Red Line subway station, reopened for service on September 7, 1985. The two-level busway affords direct access to the Red Line subway trains for bus and trackless trolley routes operating through Cambridge. On the same day there was additional bus rerouting into the Alewife station, now the terminus of the Red Line extension from Harvard Square.

On September 18, 1985, Boston saw the delivery of the first newly rebuilt Silverbird cars for the MBTA Red Line. These cars are being rehabilitated by General Electric. At a rate of four refurbished cars per month, the entire Silverbird fleet will be back in service in 1987.

From Charles H. Bogart comes the news that the new light rail cars for the Port Authority of Allegheny County in PITTSBURGH are coming into the U.S. through the Port of New Orleans. The cars are being supplied by Siemens-Allis through a contract with Deuwag. The shipments are being handled by Lykes Line SEABEE ships to New Orleans. This means that the car bodies actually sit inside small barges which are placed aboard the mother ship.

Jim Cerny sends more information from Pittsburgh. The name of the Port Authority Transit System's new downtown subway is going to be "The T." As a result of the unexpectedly large ridership on the downtown subway, PAT has announced that its 1985-1986 budget is running in the black in the first month of its fiscal year. Unfortunately, the Mon Valley PATrain rail commuter service ran $6,000 in the red; it may be threatened with discontinuation.

The 1985 ASSOCIATION OF RAILWAY MUSEUMS' 25th convention was held September 15, 1985, at the Illinois Railway Museum in Union, Illinois.

SEPTA announced plans in August for the modernization of Philadelphia's 69th Street Terminal. The project is to get started early in 1986. There will be a complete renovation of the interior of the terminal, opening up of old skylights, new lighting, new graphics, new tile and passageways made clear for easier movement of the 35,000 daily users. There will be new platforms and canopies, and the new north bus terminal will be built for Suburban Transit Division's (Red Arrow Lines) bus routes.

The SAN FRANCISCO Bay Area is served by 17 separate transit systems. There are contentions and proof that operating so many systems leads to a great deal of duplication, lack of coordination and waste. Quentin Kopp, a San Francisco Supervisor, has introduced a proposal to the Metropolitan Transportation Commision to unify the systems. Meanwhile, the San Francisco Muni Railways has raised its base fare from 60 to 75 cents. To save money, a proposal has been made to eliminate the Historical Trolley Festival along Market Street, along with cutting 24 transit lines.

In TORONTO, the Scarborough Automated Rapid Transit Line was still suffering from bugs and glitches in the computer control system and in braking systems as the summer of 1985 neared an end. Flat wheels caused by too-effective braking have become a serious problem. Service was still running at limited hours through the summer; in October 1985 the Scarborough trains began operating during the same hours as the Bloor-Danforth subway.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

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Railnews

BANGOR & AROOSTOOK On January 17, 1986, two "chicken wire" F3s departed Northern Maine Junction, bound for Morristown, N.J., and their new owners. Following over a year of negotiations, the Tri-State Chapter NRHS purchased BAR 44, a fully serviceable F3, for $19,000. Accompanying the 44 was the empty shell of sister unit 46, purchased by the Anthracite Roads Historical Society for $8000. Both units were stored on the Morristown & Erie, the 44 at the Morristown shop and the 46 at the museum in Whippany. Plans call for the 44—which was test run at Northern Maine Junction on the day of the sale—to be painted into Delaware, Lackawanna & Western passenger colors for use on fantrips. The 46 will receive DL&W freight colors and may eventually be made into a working locomotive if the Anthracite Roads group can obtain a serviceable Geep or similar EMD unit that can yield a useable diesel, generator, transmission system and auxiliaries. For now, they are satisfied at having saved a very rare carbody.

THE *TEX-MEX EXPRESS* When a common carrier freight railroad puts regularly scheduled passenger service back into its timetable in 1986, that's *news*! But such is the case with the Texas Mexican Railway, which stretches 157 miles inland from Corpus Christi on the Gulf to Laredo on the Mexican border. This railroad-operated service consists of one round trip per day on Friday, Saturday and Sunday between Corpus Christi and Laredo. The train departs Corpus Christi at 9:30 a.m., makes a 2:00-to-4:00 p.m. layover at Laredo and returns at 8:30 p.m. Typical track speed is about 45 m.p.h.

Normal consist for the *Tex-Mex Express* is a GP38-2 and a matching green and orange five-car passenger train made up of three ex-PRR P70 coaches, an ex-Amtrak lightweight coach and an ex-UP diner-lounge. Round trip fare is $39.95 for adults and $20 for children. The train has catered beverage and food service, and each car has a VCR/TV set for entertainment. The service began on Janaury 31, 1986, and some of the trains have already run "sold out," so reservations are recommended if you plan to collect some rare mileage (the last Tex-Mex passenger service was a mixed which was terminated in 1947). For reservations you can call 512/289-1818 in Corpus Christi or 512/722-6411 in Laredo.

N-C-O DIVISION Lake County, Oregon, took posession of the Southern Pacific's Lakeview branch (January '86 R&R) on January 18, 1986, for the price of $559,000—of which $474,150 was a state grant from Oregon Lottery revenues. The 55-mile line links Lakeview's four forest-products mills with the SP Modoc Line at Alturas and is Lakeview's only effective transportation outlet.

The Great Western Railway of Colorado has contracted to operate the line, which is officially the Nevada-California-Oregon Division of the Great Western, in honor of the railroad's 3-foot gauge predecessor ("Goose Lake 55" was the winner of the local Name the Railroad contest, and it will be applied to one of the locomotives). The GW had GP7 1617 and GP9 1589 on hand at Lakeview for dedication ceremonies on January 18 (see page 2), already lettered N-C-O DIVISION beneath their rear radiators. The railroad has now leased the ground floor of the old N-C-O depot for its headquarters and will operate to Alturas with a two-man crew twice a week and as needed.

DAKOTA SOUTHERN On Saturday, November 2, 1985, Dakota Southern Railway SD7 512 reached Platte, S.D., with the first train in five years. Riding the front of the ex-Milwaukee Road unit into Platte were Governor William Janklow and DS General Manager G. Alex Huff. An estimated 1000 persons met the train, and the Commercial Club of Platte hosted a barbecue. The mayor presented Huff with the key to the city.

The DS was incorporated on June 17, 1985, to operate 82 miles of former Milwaukee Road trackage between Platte and Napa (pronounced locally "NAY-pa") in the southeastern portion of the state. The line connects with the old Milwaukee main line from Sioux City to Mitchell which is currently being operated by the Burlington Northern. The branch was purchased by South Dakota as part of its "core system" after large scale Milwaukee abandonments in the state. The agreement to grant an operating lease to DS was signed by the Napa-Platte Regional Rail Authority on September 29, 1985.

Operation of the line began with the arrival of the first train of empty covered hoppers to Wagner, 46 miles from Napa, on October 16. Terminal Grain Corporation at Wagner, a supporter of the line's revival and its first shipper, showed continued support by placing ads in local newspapers inviting citizens to stop by the grain elevator for refreshments and hot dogs and see the first outbound train: 25,000 bushels of oats bound for St. Joseph, Missouri, which left Wagner at 12:01 p.m. on Friday, October 18.

The initial DS operations have been encouraging. Terminal Grain has contracted to ship a 54-car unit grain train to the West Coast, and this has resulted in higher prices paid to local farmers for oats and milo. The railroad (reporting marks DSRC) has acquired a fleet of 100 covered hoppers for the grain business. A $220,000 state grant was approved for track rehabilitation—this is especially needed just west of Wagner where about a mile of line must be raised above the level of encroaching Red Lake.

The local railroad has traditionally figured prominently in the soul of small farming communities, but the revival of the 60-lb. rails through the sparsely-populated outlands has brought an unexpected public reaction. Aside from formal welcomes by communities and shippers, the new DS has found itself greeted by the common folk at virtually every grade crossing. School children have visited by the class. A genuine two-man band welcomed the first train into tiny Lake Andes (to the tune of "I've Been Workin' on the Railroad," of course) and the long-lost station sign reappeared next to the track at Geddes. The railroad's only locomotive, ex-Milwaukee SD7 512, has yet to be completely repainted into a new Rock Island-like red-and-black scheme, but it has already smashed a remarkable number of pennies and washers into historic oblivion. General Manager Alex Huff sums it up, "The railroad really seems to have been adopted by the people"—LOUIS SAILLARD.

MARYLAND'S AEM7s The four AEM7s being purchased by MARC for Washington-Baltimore commuter service on Amtrak's ex-PRR Northeast Corridor were nearing completion of carbody construction in February at the Graz, Austria, shop of Simmering-Graz Pauker AG. The units, which will be essentially identical to Amtrak's AEM7s, are having their carbodies built by SGP, while the electrical equipment is supplied by ASEA of Sweden. EMD is providing trucks and final assembly at La Grange. The first carbody arrived in Baltimore, en route to EMD, on February 21. They should completed one-per-month beginning in September 1986. The MARC AEM7s will have a modification in their m.u. system to permit push-pull operation with the new Sumitomo coaches. Amtrak's AEM7s use a "potential wire" (variable voltage) m.u. system, while diesels have the A-B-C-D governor command system; the MARC AEM7s will have a "black box" to convert from one type to the other. The diesel system is better than the P-wire for consists of varying length. The MARC units will be numbered 4901-4904 in honor of the Pennsy GG1s.

THE *DISNEY DAYLIGHT* During March 1986, SP *Daylight* 4-8-4 4449 will be venturing to Los Angeles and then to the Eagle Mountain Railroad for the filming of the Walt Disney movie "Tough Guys," starring Bert Lancaster and Kirk Douglas. The story line is about a pair of train robbers who are thwarted in their first attempt and plan to "do it right" after they get out of prison. There is no date set for 4449's return to Portland, though it is expected sometime in early April.

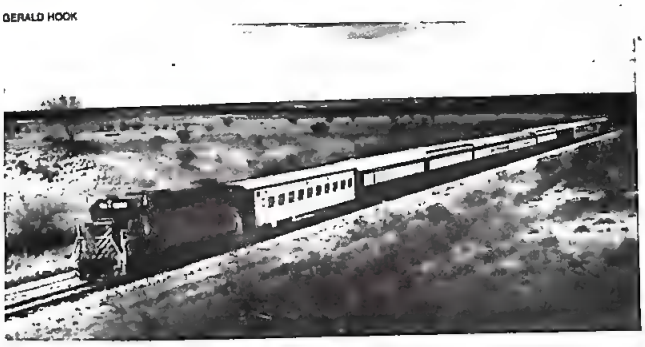
STEAMEXPO UPDATE Things are beginning to take shape for SteamEXPO in Vancouver, B.C.., from May 23 through June 1. Since our report in the March issue, the decision was made to move the UP 8444 and SP 4449 on the CPR via Cranbrook, Golden and Banff, but the locomotives will be towed by a diesel and there will be no displays or "train pulling" in Canada. Both the 4449 and 8444 will likely take trains as far as Spokane, however, though no details are available at this time. Bob Swanson's Railway Appliance & Research of Vancouver got the contract to ready the CN 4-8-2 6060, and the "Bullet-Nosed Betty" has been moved from Edmonton to Jasper, Alberta, for the work. There is no word yet as to whether it will be able to pull a train to Vancouver or will be deadheaded. And there is still no word regarding a steam locomotive from China, though this is considered a good possibility.

SteamEXPO should provide plenty of opportunity for photographers, and special efforts are being made to accommodate railfans. The opening Grand Parade of Steam on May 23 will have all the live engines (26 at present count) moving along the picturesque CPR waterfront line, with plenty of good photo locations. In the fairgrounds,

LOUIS SAILLARD

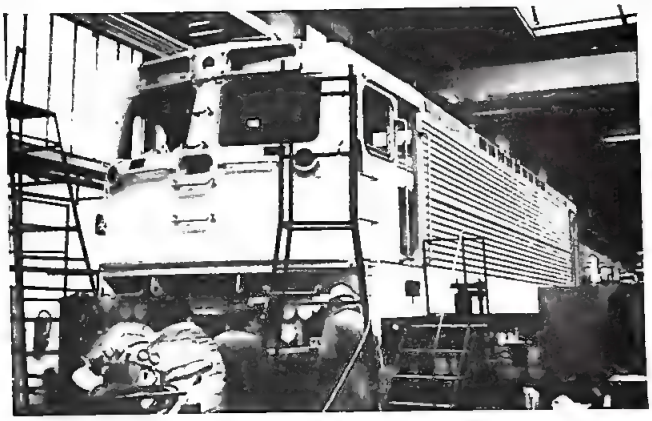
DAKOTA SOUTHERN now operates the former Milwaukee Road line between Napa and Platte, S.D. Their only unit, SD7 512, wears the beginnings of a Rock Island-inspired livery at Avon on October 24, 1985.

GERALD HOOK



THE *TEX-MEX EXPRESS* made its inaugural run on the Texas Mexican Railway between Corpus Christi and Laredo on January 31, 1986, shown here at Realitos with its normal five-car consist doubled.

GEORGE JESSE, JR.



MARYLAND'S AEM7s were taking shape in the Simmering-Graz Pauker shop in Graz, Austria, on February 3, 1986. This is the 4902. The AEM7s will handle Washington-Baltimore push-pull commuter trains.

there will be four parallel display tracks over a city block long, and the engines will be spread out for maximum photo opportunities. The four-engine lineups at the end of the tracks will be alternated each day (four big engines side-by-side, then four loggers, etc.), and there will be crowd control periods when the engines will be opened up for unobstructed photography. There will be considerable action throughout the day as the various engines are moved out for servicing (this is when the best shots were available at the Sacramento RailFair in 1981). Negotiations are still under way regarding taking one of the big engines out each day for local passenger runs. For current information, you can write SteamEXPO, P.O. Box 34105, Station D, Vancouver, B.C., Canada V6J 4M1. For tour and hotel information call 800/663-6446.

GOOD NEWS FROM CASS In the report in the March 1986 RAILNEWS about the damage caused by Hurricane Juan, it was implied that it would be unlikely that either the South Branch Valley or Cass Scenic Railroad Greenbrier River line would be repaired. Thanks to funds provided by the federal government, both of the West Virginia state-owned railroads will be rebuilt to the extent that their physical plants will be as they were before the flood. At Cass, a contract has already been given to an engineering firm whose job it will be to determine the exact work that needs to be done in order to replace fill, ballast, ties and hardware that were destroyed by the water. A contract will then be given to another contractor to actually rebuild the Cass to Durbin line. Plans call for it to be operational by 1987. (It should be noted that the mountain portion on the Cass Scenic Railroad was not damaged. The Bald Knob and Whittaker Station trains will operate as usual in 1986, and Railfan Weekend is set for May 16-18.)

Exactly one week prior to the flood, Western Maryland Shay 6 ventured up the Greenbrier line to pick up from the Chessie two MRS1s, two Alco S4s, a GE 65-tonner, a CNJ coach, an N&W baggage car, a CN caboose and a variety of freight equipment. This is now all at Cass—FRED BARTELS, ASSISTANT SUPERINTENDENT, CASS SCENIC RAILROAD STATE PARK.

***CHESSIE* AND *SEABOARD* SOLD** After reaching an agreement to contract out the shipdocking at its Newport News, Va., coal piers, the Chessie System ended its tugboat operations on February 28, 1986, with the sale of its powerful new EMD-powered tugs *Chessie* and *Seaboard* to McAllister Brothers Transport. The last tugboats built for a railroad (the *Chessie* was delivered in November 1983 and the *Seaboard* in May 1984), the pair replaced a quartet of Fairbanks-Morse-powered Bowes-designed tugs of B&O and CNJ heritage (see July 1984 R&R).

Their last actual day of service was Monday, February 24, when the C&O tugs docked the coal carrier *Escuby* at the coal pier and then went over to the Navy base to dock the cruisers *Ticonderoga* and *Coontz*. Their last work was to return to the coal pier and undock the now-loaded *Escuby*. There is no indication at this time where McAllister will assign its new tugs or whether they will be renamed.

THE MA & PA Scheduled for scrapping in the summer of 1985, the Maryland & Pennsylvania's old main line from York to Delta, Pa., has a new lease on life. The picturesque and historic line is being purchased, and plans are under way to use it for steam excursions. As of February 1986, the money has been committed and final negotiations are under way on property acquisition. The portion being purchased will include the main line from Prospect Street in York to

Railnews

Delta, the Peach Bottom branch and turntable at Delta.

Beginning on September 22, 1985, the group has made numerous hi-rail inspections of the line, and the general concensus is that it is in better condition than anticipated with no major problems with the bridges or right-of-way, although much brush clearing and tie replacement will be needed. They are seeking help in the form of volunteers, materiel and money. For further information, contact: Ma & Pa Railway, P.O. Box 3453, York, PA 17402.

THE *PARKER PEAVINE EXTRA* Let's Travel Tours operated a remarkable "mileage collector's" excurison on October 25-27, 1985. The Amtrak consist used Santa Fe lines, running on Friday from Los Angeles to Flagstaff, Ariz., and down the "Peavine" to Phoenix on Saturday. The return Sunday was on the Parker District. The consist included F40s 214 and 233, three ex-AT&SF high-level coaches, two Superliner coaches and a Superliner diner, lounge and sleeper. There were numerous photo runs.

THE FEBRUARY FLOODS The rains that hammered California in mid-February caused a lot of problems for the railroads. The *California Zephyr* made the national news when it was trapped near Donner Pass by mudslides for and aft, and the Pass was closed for about a week. The UP's ex-WP Feather River Canyon line was also shut down, and there was considerable flooding around Marysville. Some UP/WP Bay Area traffic detoured via Barstow and Tehachapi on the Santa Fe before Donner reopened and permitted detouring over SP.

EUREKA SOUTHERN The rains of February 1986 that flooded much of northern California did heavy but not fatal damage to the Eureka Southern. Because of the inaccessability of most of their line to off-rail equipment, the progress was slow in repairing the numerous but relatively minor washouts along the treacherous Eel River. There were no catastrophic instances of bridge or tunnel damage, and the railroad was back in business by early March.

Back on November 25, 1985, Pacific Lumber Company 2-6-2 29 was moved from Scotia, Cal., up the Eureka Southern to Eureka to join the Northern Counties Logging Interpretative Association's collection at Ft. Humboldt State Historical Park. The 1910 Baldwin had been built for Pacific Lumber and served first at their Freshwater operations, later working as yard switcher at Scotia, about 30 miles south of Eureka, until retirement in 1961. The 29 was pulled from the Scotia enginehouse by PL 88-ton GE centercab 101 and handled up the Eureka Southern behind ex-PRSL GP38 31.

ATLANTA & WEST POINT The New Georgia Railroad is a state-sponsored organization that is operating excursion trains. Their initial operations have utilized ex-S&A 4-6-2 750, often on circle trips on Seaboard trackage around Atlanta. They have also leased ex-Southern E8 6901 from the Atlanta Chapter NRHS, and the unit is presently at the Chattahoochee Locomotive & Equipment Leasing Company in Cornelia, Ga., (about 75 miles northeast of Atlanta on the SR main line) being prepared for service. With the current rivalry between Norfolk Southern and CSX, they felt it would not be diplomatic to keep the E-unit in Southern colors with most of their operations on the Seaboard. Thus, a paint scheme was developed patterned on the old Central of Georgia. The photo on page 2 shows the unit in the basic colors but without the trim striping and lettering. The decision has already been made to do away with that three-lens safety light mounted above the cab.

The New Georgia's most ambitious project, however, is the restoration of Atlanta & West Point 4-6-2 290, which on February 27 was moved to J.J. Finnegan Industries boiler works in Duluth, Ga., to begin work. The extremely handsome Lima heavy Pacific will be kept in authentic A&WP configuration.

FREMONT & ELKHORN VALLEY Former-Reader Railroad 2-8-0 1702 arrived in Fremont, Nebraska, on November 18, 1985, for future service on the new Fremont & Elkhorn Valley Railroad. The Eastern Nebraska Chapter NRHS acquired the 1942 Baldwin for excursions on their proposed short line between Fremont and West Point, Nebraska, utilizing about 37 miles of a former-C&NW line. (The C&NW abandoned its Fremont-Norfolk line in favor of trackage rights over the UP.) Plans are for the F&EV to offer diesel-powered freight service on the line in early 1986.

The 1702 left Reader, Ark., on November 11 for the 856-mile trip to Fremont on the MP/UP and C&NW. The 1702 was one of over 2000 War Department 2-8-0s built during World War II, but she never made it overseas, winding up instead on the Warren & Saline River in Arkansas. She gained fame in the mid-1960s when she went to work for Mr. T.W.M. Long on his Reader Railroad mixed trains, which operated into the early 1970s—JIM REISDORFF.

MOTIVE POWER MISCELLANY The EMD SD60 demonstrators that were sold to Conrail (EMD 1, 2 and 4) have been numbered 6840, 6841 and 6842 in numerical order.

When the Chessie, D&H and Susquehanna decided to pool power on their Sea-Land double-stack and container trains between Chicago and Little Ferry, N.J., the NYS&W gave up on its purchase of four ex-Conrail C636s from Naporano and turned instead to the Burlington Northern for four SD45s (three of the C636s were subsequently sold to Australia). The switch was made because Chessie wanted maintainable EMD power equipped with dynamic brakes for pool service. The NYS&W acquired BN 6475, 6480, 6486 and 6489, which became NYS&W 6360, 6362, 6364 and 6366 respectively. The units are all from the 1970 NP order that was delivered to the BN. They will be painted yellow and black as availability permits.

The Utah Railway presently has eight Southern Pacific SD45s doing most of the work, with four ex-BN F45s still on the property but seeing only occasional use.

THE BLOOMER LINE The Illinois Central's "Bloomer Line" from Bloomington to Kankakee, Ill., gained national railfan attention back in the mid-1950s when Bruce Meyer photographed the rare and husky 900-class Paducah-rebuilt 2-8-0s there, later having plans of them published in *Model Railroader*. The 80-mile line still carried side-door waycars behind black Geeps well into the 1960s, but it was finally abandoned by the ICG in 1981.

A federal grant of $3 million in 1984 to the Bloomer Shippers Railway Redevelopment League funded the purchase of 63 miles of the line and provided for the rehabilitation of the 32-mile midsection between Colfax and Cullum, Ill. They began operations as the Bloomer Line in June 1985. Their only interchange initially was with the N&W (Wabash) at Risk, but a connection with the Santa Fe (TP&W) is being put in at Chatsworth. The line has been brought up to Class 1 standards (that's the low end of the scale, remember) to allow shipment of 100-ton hoppers. They will expand south to Cooksville or north to Kempton if shipper interest develops. Based out of Chatsworth, operations are on an as-needed basis, usually three or four trips a week.

Though the first run was made with a borrowed N&W GP9, the Bloomer got its own power shortly thereafter: BN chop-nosed GP9 1949, originally NP 370. In September it was painted in CB&Q-inspired red and gray (see page 2) and numbered 91. Anchor Grain bought ex-MP SW1200 1155 from Precision National for use in switching its grain elevator at Anchor, and they make it available to the Bloomer as a back-up unit—RICHARD KUNDERT.

DISMEMBERMENT OF ICG At a time when we are threatened with the loss of major railroads through mergers on a massive scale (NS/Conrail, SF/SP, UP/MP), the Illinois Central Gulf has embarked on a remarkable program to "de-merge." Under the banner of "regional railroad development," the ICG has set out to pare down the combined Illinois Central and GM&O mileage from its 1972 high of 9685 miles to under 3000 by 1988. This will leave the ICG essentially a Chicago and St. Louis to New Orleans spine line with its former branches and secondary main lines in the hands of smaller regional railroads that can benefit from local management and modernized work rules. These railroads range from one-engine short lines to massive systems that qualify almost immediately as Class 1 carriers bigger than the likes of the Green Bay & Western or recently departed TP&W.

Throughout much of 1985, the ICG had spun off lines to create the Gulf & Mississippi (713 miles, see November '86 R&R), the Cedar Valley (109 miles), West Tennessee (37 miles), Tennken (52 miles) and Cairo Terminal (18 miles). In addition they sold off trackage to other established operators such as the Columbus & Greenville (64 miles), Indiana Hi-Rail (51 miles) and Southern and Seaboard System (52 miles).

EUREKA SOUTHERN GP38 31 crept past Scotia Bluffs on November 25, 1985, towning Pacific Lumber 2-6-2 29 north to Eureka, Cal., where it will join the Northern Counties Logging Interpretative Association's museum collection.

THE *PARKER PEAVINE EXTRA* made a photo run on Hell's Canyon bridge (below, far right) on the AT&SF "Peavine" between Flagstaff and Phoenix, Ariz., on October 26, 1985, on a three-day triangle trip from Los Angeles.

DISMEMBERMENT OF THE ICG continued as the Chicago Central & Pacific took over operation of the lines west of Chicago on Christmas Eve, 1985. The Waterloo-Cedar Rapids local is shown (below) at Beth Siding, Iowa, on December 29 with ex-IC Geep 8041.

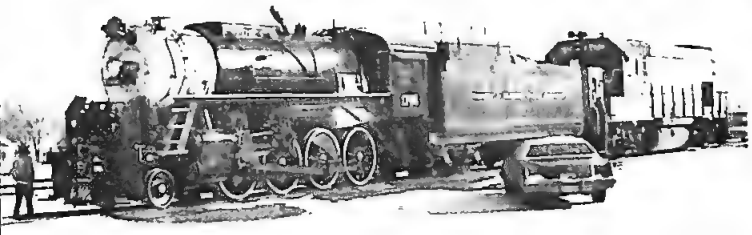
RICHARD HEISLER

J M FRENCH

WILLIAM CRAWFORD

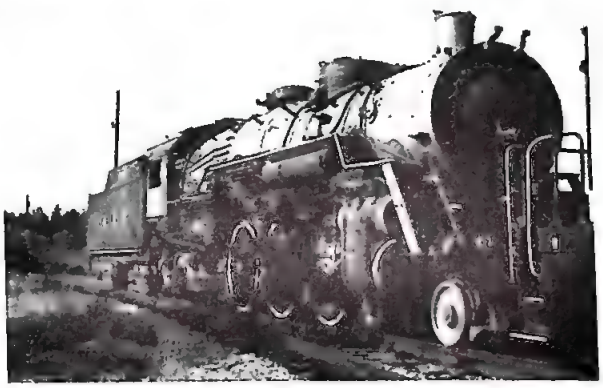
JIM REISDORFF

JIM KARVONEN



FREMONT & ELKHORN VALLEY acquired Reader Railroad's ex-W&SR 2-8-0 1702, which arrived in Fremont, Neb., with a C&NW GP15 on November 20, 1985.

ATLANTA & WEST POINT 4-6-2 290 (right) was moved from the NRHS museum to Finnegan's boiler shop in Duluth, Ga., on February 27, 1986.



But this was just the beginning. On November 13 they announced the sale of 418 miles of lines in Mississippi and Louisiana to the MidSouth Rail Corporation for $123 million. This consisted of the Meridian-Jackson-Vicksburg-Shreveport line and the old Gulf & Ship Island from Hattiesburg south to Gulfport. Included were 58 locomotives. Then on December 4 they dispatched 117 miles of the old IC line from Sullivan to Indianapolis, Ind., to the Indianapolis Terminal Corporation for $5.3 million. No locomotives here.

Christmas Eve brought in another big one as the Chicago Central & Pacific took over 704 miles west from Chicago all the way to Sioux City, Iowa, and Omaha, Nebraska. This went for $75 million to Jack Haley, who had previously purchased and made an operating success of the Cedar Valley from Waterloo, Ia., to Albert Lea, Minn. The deal included nearly 100 diesels. This was followed two months later by the announcement on February 25, 1986, that the entire Kentucky Division of the IC—282 miles from Paducah to Louisville—had been sold for $54 million to the C,G&T Company, Inc. This included an unspecified number of locomotives and the Paducah Shop complex. The lines include the IC's legendary Kentucky coal region. Imagine the ICRR without Paducah or Kentucky coal!

While many more branches are likely to be spun off, the only major segment remaining on the disposition list is the old GM&O line from Roodhouse, Ill., to Kansas City. With all of these new railroads coming into being, we should be seeing quite a rash of new paint schemes. The Gulf & Mississippi got things off to a good start with its use of the old GM&O herald and red and white colors (November '86 R&R, page 67), and the Chicago Central got the IC green diamond and is reportedly planning to go with the IC's classic black with white stripes. The Indianapolis operation may go under the historic name of Indiana Railroad, but no name has yet been made public for the Kentucky lines. An interesting sidelight to most of these lines right now is that they generally look an awful lot like the ICG with their recently-acquired power—but with all the older units going to the new lines, "Paducah Geeps" are becoming hard to find on the ICG itself (they are keeping mostly the newer GP11s and swapping off the GP7 and GP9 rebuilds).

Four cowls over Tehachapi

A cab ride on Santa Fe 199.

by David C. Lustig

ROAD FOREMAN Homer Henry snags the orders at Mojave, the foot of the hill. They are on the 2.2% upgrade (above) as they pass a wind machine at Cameron.

I am bouncing around the cab of an "SDF40-2" on Santa Fe 199, a Chicago to Richmond, California, piggyback hotshot, trying to keep my balance and attempting to maintain an air of professionalism with cameras swaying and my notebook jottings looking like a mini-Richter scale. We're hammering across the desert halfway between Barstow and Mojave, California. The speedometer needle is sitting right on 70 per, but it seems more like 35.

This day had begun early. The crew was called for 5:55 a.m. in Barstow, and it was before dawn when the crew truck had driven deep into the yard to find our train. It had been in from Needles for about 25 minutes, and when we arrived it was inspected and ready to continue westward. Its designation was 1-199-8: the first section of the 199 train, which left its originating city on the 8th day of the month. In Santa Fe parlance, train number 199 indicates it came from Chicago (the 1), it is a top priority train (the first 9)—this particular train is restricted to pigs only, mostly UPS business—and is going to Richmond (the last 9). Its eastbound counterpart, therefore, would be the 991.

Our power is 13,800 horses in the form of four cowls: SDF40-2 5257 (originally Amtrak SDP40F 622) in the lead, followed by rebuilt F45s (defined as SDF45s by the Santa Fe) 5954, 5950 and 5986. At the throttle is a longtime friend, West Coast Road Foreman of Engines Homer Henry.

The first leg of our trip, Barstow to

MICHAEL A. MARTIN

Mojave, is comparatively easy. The Santa Fe main undulates to follow the desert contour, with a .65% grade being the worst in either direction. There are seven sidings capable of sustaining meets on this section, but as photographic luck would have it, we have only one meet. It is strictly Santa Fe between Barstow and Mojave, but over the mountain from Mojave to Bakersfield the Santa Fe is a tenant on Southern Pacific track.

It takes only Run 4 to hold us to the 70-m.p.h. speed limit. Our train, 24 TOFCs, is about six cars down from the average because it originated in Chicago on a Sunday. Approaching Mojave, we get a series of block signals and the go-ahead from the dispatcher to peel off the Santa Fe main just south of town and clank through the switch onto SP iron doing a dainty 20 m.p.h.

It's a gorgeous, clear early desert morning. We trundle by the Mojave station at a modest clip, and Henry grabs our orders on the fly. Notching out the throttle, he prepares for the ascent which begins in earnest right outside of town. In reality, the climb starts in the yard itself, which is laid out on a slight grade. In the *Official Guide*, a map of either the SP or Santa Fe will indicate the distance between Mojave and Bakersfield to be 68 miles and straight as an arrow, a line of black ink seemingly unbending to nature. But with no apologies to the map makers, any engineer who has ever worked Tehachapi most certainly knows better.

The battle that takes place more than two dozen times a day, summer and winter, sunshine and snow, is nonstop. If man does not give in, neither does nature. Spring flooding has always been a problem, as has the occasional snowstorm. There is a constant threat of a major earthquake and, of course, the ever-present danger of rock slides. Winds can gust up to 55 miles per hour. There is fog and rain, grade crossings, rails that kink in the summer sun and roadbed that washes out from winter snow runoff.

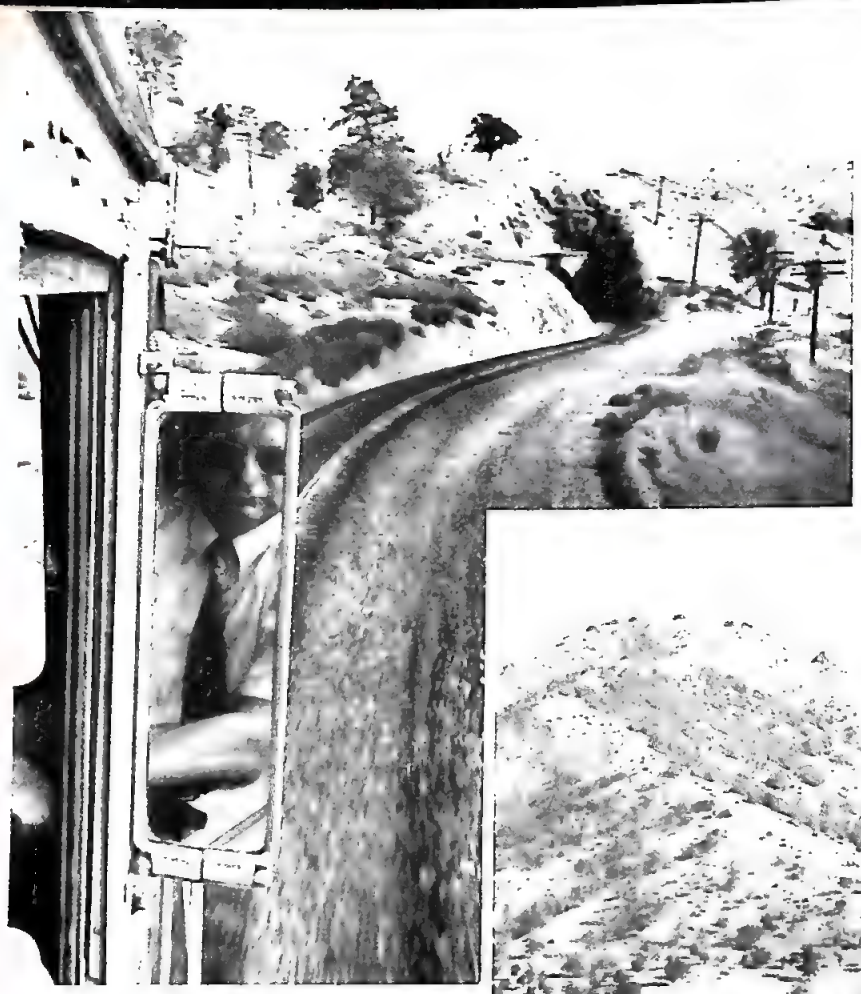
Now add to all this the fact that in an era of fewer railroads, fewer main lines and fewer trains, this 68-mile stretch of twisting, curving, grade-infested main line, already considered an impressive show of motive power muscle and (thanks to the SP) freight trains of incredible length, will actually increase in tonnage and trains due to a proposed plan to divert freight from SP's Coast Line to Tehachapi after the merger. But that's for the boys in the head office to worry about. Right now, we're slowly picking up speed as we traverse the small but busy yard.

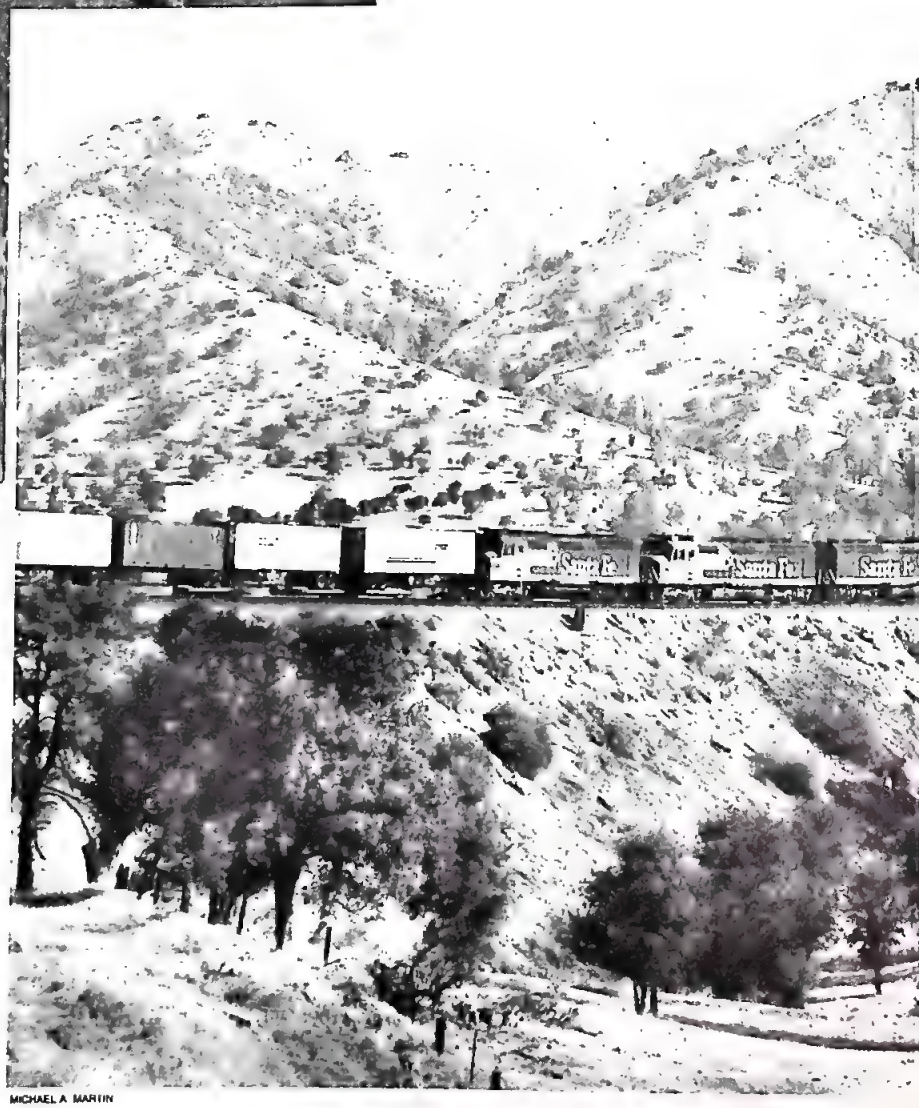
Leaving the northern outskirts of Mojave (railroad west), Henry has the four cowls marching their charge towards the mountains in Run 8. Waiting for us to clear the yard is an SP freight just in from Bakersfield, its six-axle units grimy from many battles with the mountains. Surrounded by the din of wide-open EMDs, it is fascinating to see our crew in white shirts and ties and wonder what the scene would have looked like generations previous. There are no pinstriped bib overalls now. No caps, oil cans, water sight glasses or chugging and whooshing sounds, either. Just the steady howl of 645s.

We're sitting high, wide and handsome in this unit. The view afforded by the almost "wrap-around" window makes watching the railroad a pleasure. But sitting up so high can fool the neophyte. Take speed for example. Not looking at the speedometer as we raced over the desert at 70, I would have been positive we weren't even hitting 40. It's a good way for an inattentive engineer to get himself into trouble.

PHOTOGRAPHY DAVID C. LUSTIG, EXCEPT AS NOTED

IN THE HOLE at Marcel, just above Tehachapi Loop, the 199's head end gets a wave from the trainman on the caboose of upbound Richmond-to-Chicago piggybacker 981.





MICHAEL A. MARTIN

HOMER HENRY keeps an eye on his train in the mirror on one of the many curves. Dynamic brakes keep the speed to 25 m.p.h. as they traverse (right) Tehachapi Loop.

It is not by accident that our lead unit, 5257, is washed and waxed to a high gloss. The unit was originally Amtrak SDP40F 622, picked up in a swap of Santa Fe switchers for stored Amtrak road power. The railroad reclassified them SDF40-2s. The wash and wax job is courtesy of the road's Barstow Shops. When informed the press would be on the railroad, they took care of our lead unit. Now that's sharp public relations.

The ruling grade out of Mojave westbound is 2.2%. From here, the railroad will climb almost 1,300 feet to Summit, just east of the mountain town of Tehachapi. Then from a pinnacle of more than 4,000 feet above sea level, it is an almost constant downhill grade to Bakersfield, 3,700 feet below on the southern edge of the San Joaquin Valley.

As we climb out of the desert and curve towards Cameron, we pass hundreds of gigantic wind machines (propeller-driven electricity generators) dotting the mountainside, testimony to the constant and sometimes ferocious winds, nicknamed "Mojave Zephyrs," that sandblast the area. Threading the low desert hills, we rarely see a straight piece of track during our constant 25-m.p.h. climb. Now-discarded station sites at such places as Warren and Cameron come and go. This line was once dotted with train order depots, but the majority were cleaned out with the coming of CTC installed during World War II. Today, the only remaining station between Mojave and Bakersfield is Tehachapi, and it is used only by local maintenance crews. No operating department people call it home.

A wide spot in the maintainer road that parellels the tracks indicates where the grade flattens out to 1.1%. For the westbounds, the worst of the climb is almost over—but it has also been the shortest part of the trip. The fun is yet to come.

Still on the upgrade, Monolith and its gigantic cement plant looms its smoky presence to the world. A thin layer of cement dust covers everything—man-made or natural—in the area, making it appear almost appropriate for a Christmas scene. Originally built to provide a local source of cement for construction of the Owens Valley Aqueduct, Monolith purchased the property upon completion of the project and even ran its own narrow gauge railroad, the Mojave Northern, until the 1970s. It is now the largest single customer on the line, generating a constant stream of locals from Mojave, one of which, using a pair of SP

SD40T-2s, is working the plant today.

Henry blows for a grade crossing in front of the plant: a perfect two longs, a short and a long. Almost. The air horn valve is sticking, and the honk becomes a bleep, dying out ever so slowly. With the horn still bleeding its noisy warning, someone produces a pen knife and pulls the offending nozzle back to the proper position.

We're approaching the end of our uphill running, and Henry conducts a running brake test. Watching the instruments in front of him, he mentally nods approval. Everything is in the green. Summit is just ahead. Perhaps the only real disappointment of the trip so far is this high point of the railroad. Unlike a highway, the peak here is a flat and grassy tabletop. The climb has been steady and impressive but not particularly heart-pounding. It should be noted, however, that for westbound trains the climb from Mojave to Summit is comparatively short and easy. It is the Summit to Bakersfield side that is the rough one.

An SP train with a couple of Burlington Northern units (an EMD and a GE) waits at Summit for us to clear. Radio chatter has indicated the crew is having trouble with the BN U-boat, and the comments bouncing around the cab from its frustrated hogger merit at least a "PG" rating. Santa Fe mixes large GEs indiscriminately with EMDs, and depending on who you talk to, you can hear anything from "the GEs are great pullers and work well," to "if there's a GE on the point, I'm not takin' it." Espee has never assigned large quantities of the Erie-built units to Tehachapi. The U28/30/33Cs that did get up here are now scrapped or stored, and only a handful of newer B30-7s break the EMD monopoly on this line today.

The town of Tehachapi, the largest community in the mountains, comes and goes with the blaring of the air horns for grade crossings. Again the horn sticks, and again a pen knife comes to the rescue. Henry is getting a little frustrated and tries to play with it, hoping it will loosen up. It won't.

We're in dynamic braking now. We've been so since reaching Summit and will stay that way practically the rest of the trip down the hill. Leaving Tehachapi behind, we begin our descent in earnest, winding our way through the mountains and hugging the sides of cliffs. The continual whine of the dynamics echoes off the mountains.

We're in the hole at Cable, waiting for an eastbound Santa Fe freight. I stretch and wander around the cab, looking out the cab door for a possible shot. With an immediate roar, four EMDs and a GE muscle by, catching me by surprise. The train, all perishable pigs from the San Francisco Bay area, skirts by with our crew giving the brakeman standing on the caboose platform a wave. It's more than friendliness, it's a comment that the train was inspected as it went by and everything is normal.

Past Cable we enter the first of more than a dozen short tunnels. We're truly running on the side of the mountain now, the only indentation being the roadbed. We duck in and out of tunnels with regularity. The crew, having maintained a constant vigilance for rocks and debris since we left Mojave, now intensifies their effort. Engineer Henry keeps the train at a constant 25 m.p.h. through carefully throttling of the dynamics, usually keeping it at about the 70% level. A heavier train would require 100% dynamic brakes, but not with today's 24 cars. The weather, so sunny in Mojave, has turned gray and nasty. The day never was warm, but now it gets downright chilly.

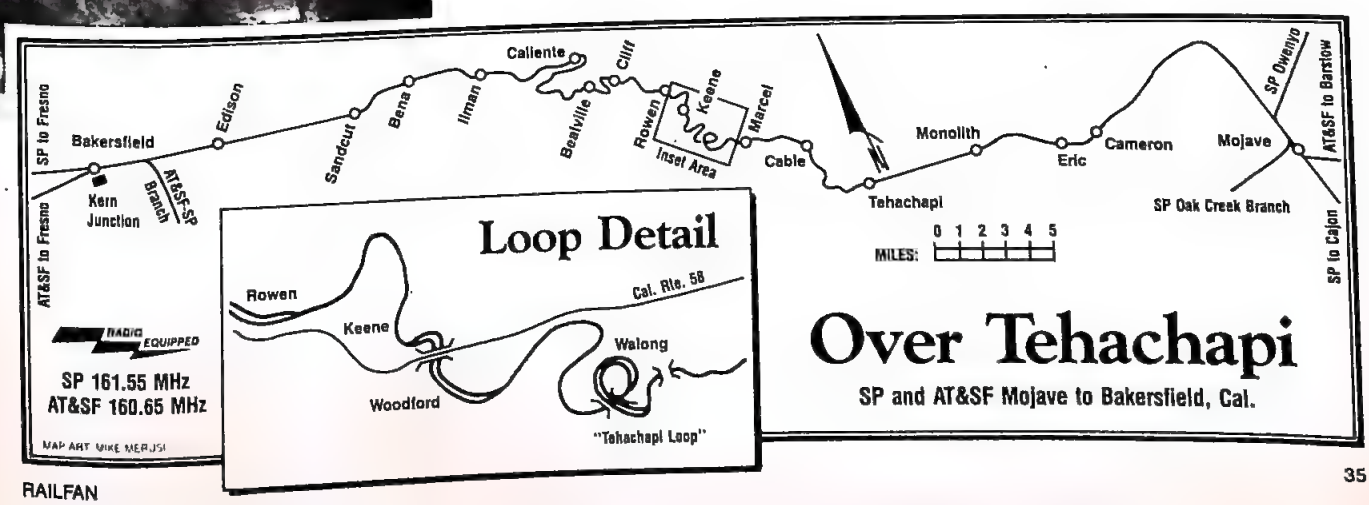
Rounding a sharp curve, the green signal pops red just as we come abreast of it, and Henry, dynamics continually in play, slows the train in preparation for a stop. I ask what the problem might be. The crew isn't sure, but they explain that moisture in the signals is a constant problem up here. Or it could be an SP rules compliance person checking to see if the train crew is operating correctly. Henry decreases train speed quickly and ultimately stops. He radios the SP Mountain Dispatcher in downtown Los Angeles.

"Is there a problem?"

"No," comes the reply, along with an apology. It must be moisture in the signals. We are given authority to proceed according to the rules of the road.

We're in the hole again at Marcel as another Santa Fe eastbound gets the nod. The cloudy weather changes the railroading atmosphere from pleasant to moody. Nature, even in the quiet of September, is never to be ignored.

The Loop! It looks so different from the locomotive cab. It's almost impossible to see, let alone fathom from an en-



THE LARGE WINDSHIELD on the SDF40-2 provides an unobstructed view of the Highway 58 overpass and a long SP upbound at Woodford with two sets of helpers.

gineering standpoint. We circle in a downward spiral. I wish we were long enough to cross under ourselves, but, alas, we are way to short. I plan a shot through the engineer's window at the rear of our train and patiently wait for the right second. I wait too long and look up just in time to see us duck into the short tunnel that completes the loop. I am not amused.

A few more twists and turns of steel rail and we are at Woodford. A couple of railfans are at trackside, photographing the train. They wave and we wave back. We creep through the west end of Woodford and meet an SP train making haste uphill. He's all muscle, albeit it dirty, with five SDs on the point. As we slowly inch by, the SP man seems to go on forever. A set of mid-train helpers, with a loused-up turbocharger on the lead unit giving its position away, comes into view. Six units scream by in that whine that only turbocharged EMDs in Run 8 can make. And the cars keep on coming. Much to my surprise, but not to that of the crew, a second set of helpers shoves by with still more cars in tow.

Trains like this are typical for the SP up here. Santa Fe crews joke they could go dead on the law before one passes. Mike Martin of the Santa Fe public relations department, pacing the train from the highway and in contact with us by two-way radio, comments that it should be clear sailing for us after this monster passes—there are probably no cars left north of Bakersfield!

After the caboose clears—with 164 cars between it and the lead unit, we wonder if the rear end crew is in the same time zone as the head end boys—Henry again notches out our train as we continue our descent.

The most fascinating part of the Tehachapis for me at trackside is the area around Bealville and Caliente. Like a model railroad, the track runs down one side of the mountains and around the other side in a back-and-forth motion to keep the grade manageable. As with Tehachapi Loop, it is a different feeling from the cab, sometimes more interesting and other times less, as we descend into Bealville, hugging the hillside and

rounding the sharp curve in a half loop that is reminiscent of the corner of model railroad layout.

Train speed is down to 15 m.p.h. here as we gingerly make our way along the side of the cliffs. The engineers have to be extremely gentle with the dynamic brakes (or throttle, if eastbound) through this area because of the numerous curves, but all find it an ideal place to look back and inspect their train. It is also, says the crew, a good place to smile at all the photographers, especially on the weekends.

A few maintenance-of-way box cars and a wave from one of the local children and we leave Caliente behind us. Constant downpours and washouts have continually changed the area, periodically uprooting trees, wildlife and railroad. Ever mindful of that, we pass through almost respectfully. From the east end of Caliente to Bena it is double track again. Ilmon and Bena come and go almost unnoticed. It is here that we meet the only uphill resistance again, but only for a mile or so, as we quickly return to our downgrade posture heading through Sandcut.

A Santa Fe train pounds by us eastbound, followed closely on its heels by an SP compatriot. For all practical purposes, we are in the San Joaquin Valley now, and Bakersfield is just a few miles ahead. A light hand on the dynamics keeps our speed at check as we pass Edison and its packing houses.

Kern Junction Tower. It is here we leave SP rails and detour to the left, bypassing their yard and engine facilities for Santa Fe's own just to the west. As we approach the crew change point in the yard, men with grips in their hands wait for us to stop. It will be their train from here to Fresno.

MICHAEL A. MARTIN

THE CURVES AT SANDCUT are the last upgrade before the 199 eases through the crossovers at Kern Junction (below) to leave the SP and return to AT&SF rails.

Disembarking from the 5257, I watch Henry talking for a moment with the new engineer, advising him of the problem with the air horn. Five minutes in Bakersfield and the 199 is a memory for us, caboose 999202 quickly disappearing northward.

I'm tired and dirty, and I can't believe Homer Henry and crew are not only not tired but still very, very clean.

"Hey Dave, how 'bout a burger?" asks Henry, rubbing his hands jubilantly, obviously full of energy and apparently quite hungry. "Give me a few minutes in the office; we'll wait for Mike and try the place down the street," he continues. I nod wearily. It'll be a fine way to end a first-hand look at a main line mountain operation. It'll also give me a chance to sit down. I just realized that I've been standing up almost the entire trip—my feet are killing me.

JIM SHAUGHNESSY

Twenty years is considered to be the normal economic life of a diesel-electric locomotive in service on the American railroads. Considering that only 16 Alco Century 430s were produced between July 1966 and February 1968, this locomotive model should be just a page in history by now. The fact that nearly half of the C430s produced are still in service 20 years after their introduction is an unusual story—especially when you consider that Alco departed the new locomotive business in the U.S. barely a year after the last C430 was delivered. But before we get into the details of the last-minute resurrection that saved seven C430s from Conrail's diesel graveyards, let's take a look at the history of this distinctive locomotive which was Alco's last attempt to compete with EMD and GE in the four-axle roadswitcher market.

When the Century series was introduced in 1963, Alco had near parity in horsepower ratings between their 251E series diesel engine and the 567D being applied by EMD to its GP35s and SD35s. General Electric was also marketing locomotives with a maximum of 2500 h.p. continuous rating. The "balance of power" was altered dramatically by the 1966 introduction of the "40-series" locomotives, which put EMD into the lead in the horsepower race for the first time since the 1940s. The 3600-h.p. SD45, using the 20-cylinder 645E3 engine, immediately put the previously-introduced Century 630 at a major sales disadvantage and forced Alco to develop a new model in order to remain competitive in the high horsepower six-axle market.

J M BOYD

Meanwhile EMD's 3000-h.p. GP40, using the 16-cylinder 645E3 engine, eliminated Alco's horsepower advantage by equaling the rating of the newly-cataloged Century 430, while providing a substantial horsepower advantage over the well-established Century 425. General Electric had responded to the EMD 40-series with a horsepower increase to 2800 in the U28B and U28C models in December 1965, and then jumping to 3000 h.p. with the U30B and U30C in December 1966.

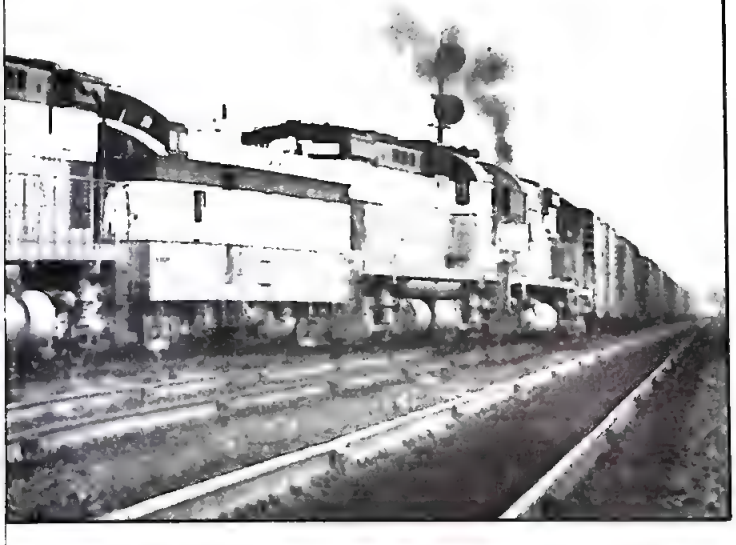
The SD45 broke into a new market (one which it helped to create) and immediately started to generate a substantial sales volume. Thus Alco was forced to introduce the 3600-h.p. Century 636, using the 251F engine with beefed-up pistons and higher-capacity fuel injection equipment, to counter the market dominance of the EMD SD45. Meanwhile, the GP40 was proving popular in high horsepower applications which did not require the tractive effort—or the extra expense—of a six-

ALCO

The Surprising Survivors:

Alco's CENTURY 430s

by Win Cuisinier



THE FIRST C430s were not the demonstrators but Reading 5211-5212, delivered in July 1966. Note *Catawissa II* nameplate and conventional trucks on 5211 at Bethlehem, Pa., in 1974 (below left). The Readings became Conrail 2048-2049 and joined the fleet at Mingo Junction. In full Conrail blue, the 2049 had two Geeps and ex-NYC 2055 trailing as it passed Wheeling-Pittsburgh Steel's South Steubenville Works on October 23, 1977. The three Alco demonstrators were less than a month old as they worked on the D&H at Mechanicville, N.Y., on March 31, 1967.

JAY POTTER

motor locomotive. Although the first C430 did not appear until July 1966, the locomotive existed on paper at the time of the GP40's introduction, since the basic building blocks required for a 3000-h.p. four-axle locomotive had already been made available through the previous development of the C630. The C430 was created by adapting the principal components of the C630 into a locomotive with a physical arrangement similar to the C425. The principal difference, compared with the lower horsepower four-axle Centurys, was the extra length needed to accommodate the mounting of turbocharger aftercooler radiators in the raised central air system housing behind the cab. (The turbocharger aftercooler is used to reduce the temperature of the air entering the engine from turbo, making it more dense and allowing a greater *mass* of air to be drawn into the cylinder for a given volume of displacement. This allows more fuel to be injected, producing a higher power output. While the aftercoolers themselves are hidden with the engine, the prominent "box" atop the carbody contains the radiator which provides the cool water for the aftercooler. The 2800-h.p. and smaller Alcos also have turbo aftercoolers, but their lower horsepower ratings do not require the use of supplimental aftercooler radiators.) The additional length of the hood also provided space for an increased capacity air filtration system and the mounting of the rectifier banks which convert the alternator's AC output to DC for the traction motors.

The C430 was designed around the 16-cylinder Alco 251E engine, rated at 3000 continuous horsepower for traction at 1100 r.p.m., driving a General Electric GT-A9A traction alternator. The transmission system consisted of four GE 752 traction motors with transition equipment to connect the motors in series-parallel or full parallel across the traction alternator. The locomotive was equipped with a "state of the art" wheelslip control system with axle-mounted alternators providing wheel r.p.m. signals to a processing unit which controlled the automatic dropping of sand or reduced excitation as required to correct the slip. Alco's system functioned in a manner similar to the EMD IDAC wheelslip control system, and the level of technology applied to the C430 in 1966 was generally comparable in most areas to that of its competitors.

Throughout the production of its Century series, Alco was confronted with the difficult economic situation imposed by their reliance on former partner (turned competitor) General Electric as the supplier of major electrical rotating equipment. At a time when many of the major advances in locomotive development involved the traction alternator, traction motors and related control equipment, Alco was clearly in a position where their equipment would be as good as, *but never better than*, that of a competitor with whom they were sharing a minority portion of the market. It was also abundantly clear that Alco was paying considerably more for the electrical equipment for the Centurys than the cost to GE of the same equipment for use in its own locomotives.

Locked into reliance on a competitor for the supply of major components, Alco had to offer innovations in areas other than the electrical transmission system, as well as improvements in maintainability, to develop customer interest in their products. Ben Friedland, president and general manager of the Morristown & Erie (owner of two C430s), comments: "The Century 430s show a good quality of workmanship as well as advanced features like the high adhesion trucks. Alco was, however, not as rigidly tied to home-built equipment as were EMD and GE. They made use of readily-available items wherever they could, particularly in electrical switchgear and control systems. Consequently, service parts to maintain the locomotives are still easily obtainable despite Alco's 1968 departure from the locomotive business."

All but two of the 16 C430s were equipped with the distinctive Alco Hi-Ad truck. Alco recognized that the tractive effort of locomotives equipped with the conventional GSC truck was being severely limited by the tendency of the truck main frame to rotate with respect to the bolter thrust plates as a reaction to the force being transmitted to the truck frame at the journal boxes. As tractive effort increased, the load on the trailing axle would increase while the load on the lead axle (which usually is the most slippery) was reduced. Their high-adhesion truck design corrected this by moving the suspension between the bolster and the truck frame outboard, using four coil springs rather than the elliptical springs on the earlier truck, which made room in the center of

Total Production History: Alco Century 430s

Original	Date	C/N	Second Owner	Notes
Reading 5211	7/66	3441-01	Conrail 2048, April 1976	Named *Catawissa II*, scrapped Naporano 1981.
Reading 5212	7/66	3441-02	Conrail 2049, April 1976	Named *Old Ironsides II*, scrapped Naporano 1981.
Alco 430-1	3/67	3465-01	SCL 1275, Aug. 1969	Sold L&N 5600, Aug. 1976; renumbered 2244 in 1978; scrapped Chrome Crankshaft 1982.
Alco 430-2	3/67	3465-02	SCL 1276, Aug. 1969	Sold L&N 5601, Aug. 1976; renumbered 2247 in 1978; scrapped Chrome Crankshaft 1982.
Alco 430-3	3/67	3465-03	SCL 1277, Aug. 1969	Sold L&N 5602, Aug. 1976; renumbered 2260 in 1978; scrapped Chrome Crankshaft 1982.
NYC 2050	12/67	3494-01	NYS&W 3000, Aug. 1982	All NYC C430s became PC Feb. 1968 and Conrail April 1976 with no number changes.
NYC 2051	12/67	3494-02	NYS&W 3004, Jan. 1983	
NYC 2052	12/67	3494-03	NYS&W 3002, Aug. 1982	
NYC 2053	12/67	3494-04	M&E 17, May 1983	Went briefly to NYS&W before being sold to M&E
NYC 2054	12/67	3494-05	M&E 16, Aug. 1982	
NYC 2055	12/67	3494-06	NYS&W 3008, Mar. 1983	
NYC 2056	12/67	3494-07	NYS&W 3006, Mar. 1983	
NYC 2057	12/67	3494-08		Scrapped by Conrail in early 1980s.
NYC 2058	12/67	3494-09		Scrapped by Conrail in early 1980s.
NYC 2059	12/67	3494-10		Scrapped by Conrail in early 1980s.
GB&W 315	2/68	3498-01		Stored unserviceable, for sale.

Roster compiled by Jim Boyd, 2/86.

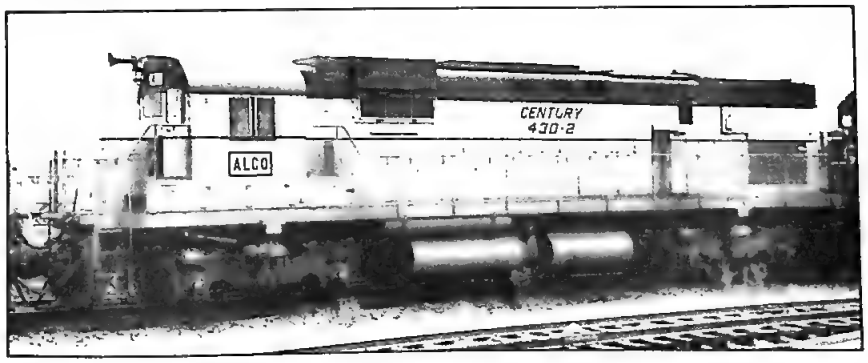
RILEY KINNEY, WARREN CALLOWAY COLLECTION

the truck frame for a deep bolster with thrust plates located in line with the center of the journal boxes. The journal box thrust in the Hi-Ad truck is applied pushing squarely toward the bolster thrust plates, rather than levering against the truck frame as tractive effort increases. The truck was also made more flexible through the use of individual coil springs over the journal boxes rather than the curved equalizer bar of the earlier design. However, an all-coil spring suspension was also more inclined to bounce, so it was necessary to provide mechanical dampers to compensate for the loss of the natural damping which was provided in the older trucks through equalizer friction and the leaf elliptical springs. In addition to its use on 14 of the C430s, the Hi-Ad truck was also used on the last order of C420s for the Long Island Rail Road and on C415s built for the SP&S and several Western short lines. The two C430s on conventional GSC trucks were the pair delivered to the Reading, which wanted truck interchangeability with its existing fleet of ten C424s.

Despite Alco's efforts to be innovative and remain competitive, a total of only 16 C430s were built, divided among four factory orders. The two Reading units were first, completed in July 1966, and they were followed by three Alco demonstrators in March 1967. The demos were sold to the Seaboard Coast Line in 1969 and subsequently went to the L&N in 1976 under Family Lines control. They were sold to Chrome Crankshaft in 1981 and scrapped a year later. The only "big" fleet of C430s was the order of ten delivered to the New York Central in December 1967, just two months before the

THE THREE ALCO demonstrators spent considerable time on the Seaboard Coast Line—the 430-2 was at Richmond, Va., (below) in June 1968—before being sold to them in August 1969 and numbered 1275-1277. The 1275 is shown at Jacksonville, Fla., on August 11, 1973. In mid-1975 they were purchased by the L&N for road service and numbered 5600-5602 (see page 67). In 1978 they were assigned to heavy yard service and renumbered in the 2200-series. The 2260 (Alco 430-3/SCL 1277) was mated to a slug (bottom) when photographed at Corbin, Ky., in June 1980. They were retired by the L&N in late 1981, sold to Chrome Crankshaft in Chicago and scrapped by mid-1982.

WARREN CALLOWAY



DAVID OROSZI

J.J. YOUNG, JR

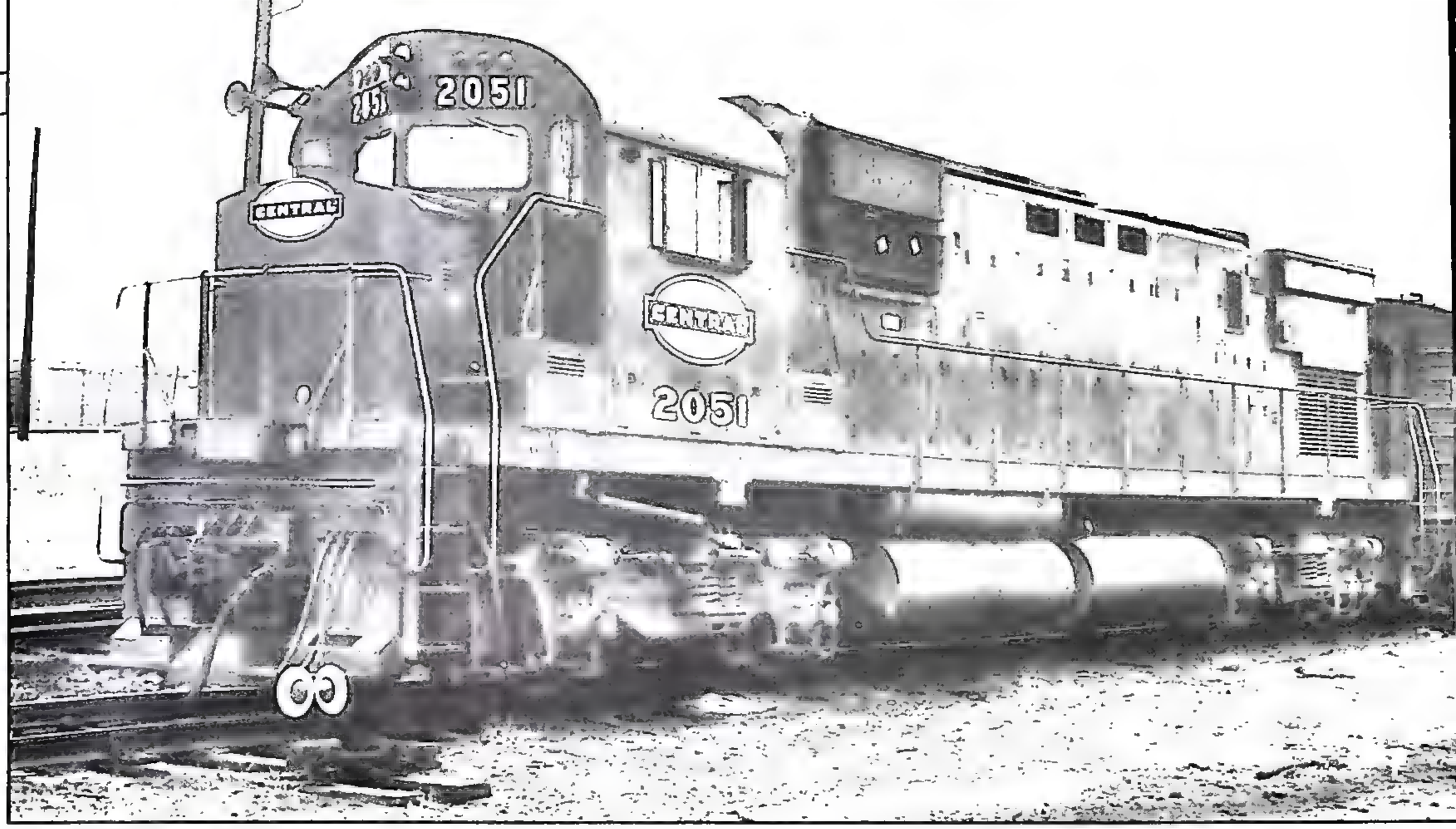
Penn Central merger. The last C430 was a single-unit order for the Green Bay & Western in February 1968. The GB&W 315 is still owned by the railroad but is presently stored unservicable and up for sale.

The ten C430s built for the NYC were the last new power for that road prior to the Penn Central merger. After some intensive adhesion testing on stone trains in New York state, the units went into main line trailer van service. Under PC ownership they worked in the general freight pool, finally migrating to the steel mill area around Mingo Junction, Oh., and Wheeling, W.Va., where they continued to operate under Conrail. The two Reading units also went into Con-

NEW YORK CENTRAL 2050 went into Penn Central's Mingo Junction Alco fleet, where it is shown (**bottom**) teamed up with 2053 and 2054 departing Weirton Junction on December 27, 1974. The 2050 became NYS&W 3000 in August 1982 and is shown (**below**) westbound at Ramsey, N.J., with the other four NYS&W C430s on September 1, 1985. NYC 2051, (**above right**) at Conway, Pa., on October 6, 1968, became NYS&W 3004, shown on the Utica branch (**above**) at Greene, N.Y., and at Binghamton (**below right**) in 1983.

JIM BOYD

JAY POTTER



LEE HASTMAN WARREN CALLOWAY COLLECTION

rail and were renumbered just beneath the NYCs; they soon joined the fleet at Mingo Junction.

The ex-NYC units were eventually considered surplus and stored in supposedly servicable condition at Collinwood Shops, although actual condition ranged from excellent to poor depending on the amount of time they had operated since their last major shopping. (Because of different ownership/lease status, the two Readings wound up in the Altoona dead line.) With a surplus of good-condition used EMD and GE locomotives available on the market, Green Bay & Western 315 probably would have become the "last remaining example" when the equipment leases expired on the Conrail units, were it not for two Alco-oriented New Jersey short lines which were looking for more modern power to use in expanding their operations.

The second time around

At the throttle of Morristown & Erie 18, an ex-TP&W Century 424, on the former DL&W Chester branch on a cold December evening, Ben Friedland explained (between interruptions for

J J YOUNG, JR

JAY POTTER

THE SOUTH STEUBENVILLE WORKS provided a fine industrial backdrop for PC 2052, a Geep and 2057 departing Mingo Junction for Weirton Junction with an ore train on November 1, 1975. How different is the 2052's new life as NYS&W 3002, as is eases up Schuyler Street in Utica, N.Y., at the intersection of Court Street in July 1983.

switching moves) how the M&E ended up with its two C430s. "We weren't really looking for Century 430s in particular," he explained, "just for newer power at a reasonable price. Our Alco 539s (an S4 and an RS1) were quite old, and parts were bound to become more difficult and costly to obtain. We were picking up branches to operate from Conrail, and we looked at a variety of possible power for the operations, including Algoma Central Geeps and a pair of Century 425s which General Electric had at Hornell, New York."

Ben had also approached the Maine Central to inquire whether their pair of RS11s, 801 and 802, might be purchased. In a reply that only New Englanders will properly appreciate, the railroad responded "They aren't for sale—but how much would you give us for them?" He also investigated whether the TP&W could be persuaded to sell their pair of well-maintained C424s, but at the time the railroad was not interested in parting with the Alcos. (The M&E did eventually end up

J J YOUNG, JR

SANDY BURTON

owning the TP&W engines after the Santa Fe dictated that the TP&W's non-EMD power was to be sold off.)

In June 1982, the M&E became aware through an intermediary that the Conrail C430s had recently been released from a long term equipment lease which was held by U.S. Rail Services. The Delaware Otsego System, owner of the New York, Susquehanna & Western, was also looking for servicable modern power on the used locomotive market, and their chief mechanical officer, Frank Larkin, accompanied Marty Knox of the M&E to inspect the stored C430s at the former-EL Brier Hill Yard in Youngstown, Ohio. The trip disclosed that there were several units in excellent condition with low mileage in the group as a result of Conrail overhaul programs during 1977 and 1979. In August 1982 the M&E purchased Conrail 2054, which became M&E 16. Frank Larkin picked two units for the Susquehanna: the 2050 and 2052, which became Susquehanna 3000 and 3002, respectively (the NYS&W still uses its traditional numbering system in which even-numbered units have multiple-unit capability and odd-numbered units do not).

Several months later, the M&E was doing business with U.S. Rail on the storage of some of their U30Bs on the railroad. The leasing company approached the M&E and the Susque-

JAY POTTER

PENN CENTRAL 2053 shown here at Mingo Junction in June 1976, was the last of the ex-NYC C430s to find a new home. It went to the NYS&W to be cannibalized for parts but was sold to the Morristown & Erie and fixed up as No.17, shown in June 1984.

JAY POTTER

CHRIS EVANS

CONRAIL 2054 was in the company of four other C430s on ore trains at Weirton Junction on May 19, 1979. President Ben Friedland (below) bought the 2054 to be his Morristown & Erie No.16. It was switching Channel Lumber in August 1983.

hanna to see if they might be interested in any of the remaining C430s, which had been passed over on the first inspection because of less desirable or undetermined mechanical condition. The price was attractive, and the Susquehanna picked up three more engines, Conrail 2051, 2056 and 2055, which became Susquehanna 3004, 3006 and 3008. None of these engines had been part of the post-1977 Conrail overhauls, having had their last major overhauls prior to 1974. But all were considered to be sound and suitable for service with a little work. The Susquehanna pressed the 3004 and 3006 into sevice almost immediately, and they operated for a respectable period of time with a minimum of attention. The 3008 was overhauled by the railroad before being released for service.

The M&E wasn't as strongly interested in any of the C430s during the second round of inspections and didn't make any committment to purchase additional units. Conrail 2053, which had

JIM BOYD

some damage and mechanical problems, was proposed as a parts source for the Susquehanna and was sent to their shop at Little Ferry, N.J., in May 1983. But before salvage for parts began, U.S. Rail and the M&E arrived at a price for the unit, which was shipped to Morristown in early 1984 to become M&E 17. The 2053 had a failed oil cooler and a non-functional cooling fan eddy-current clutch. The truck safety hangers and cables, hoses and brake rigging were damaged from a derailment. For a total sale price of about half the cost of rebuilding a used turbocharger for an EMD locomotive, the M&E had obtained a complete, though slightly damaged C430 which was repaired by the shop as time became available to work on it.

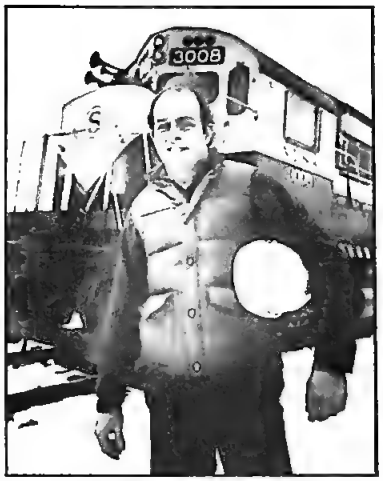
In explaining the Morristown & Erie's preference for Alco locomotives, Ben Friedland noted that Alco's basic design considerations remained relatively unchanged in the years between the production of the 539-engined locomotives and the 251 engine era. He noted that Alco was not afraid to innovate, but at the same time it was always looking for ways to use standard commercial parts to avoid having to produce specialty items. Consequently, the C430s purchased by the M&E and the Susquehanna provided late-1960s "state of the art" technology, while still being maintainable in the 1980s with standard parts readily available from Alco Engines, GE and switchgear-supplier Cutler-Hammer. Quite simply, the units were maintainable second generation power at a bargain price.

The application of the C430s differs considerably between the two short lines. The M&E operates in a densely populated area where track speeds have to be kept low due to congestion and grade crossings. The trains are gener-

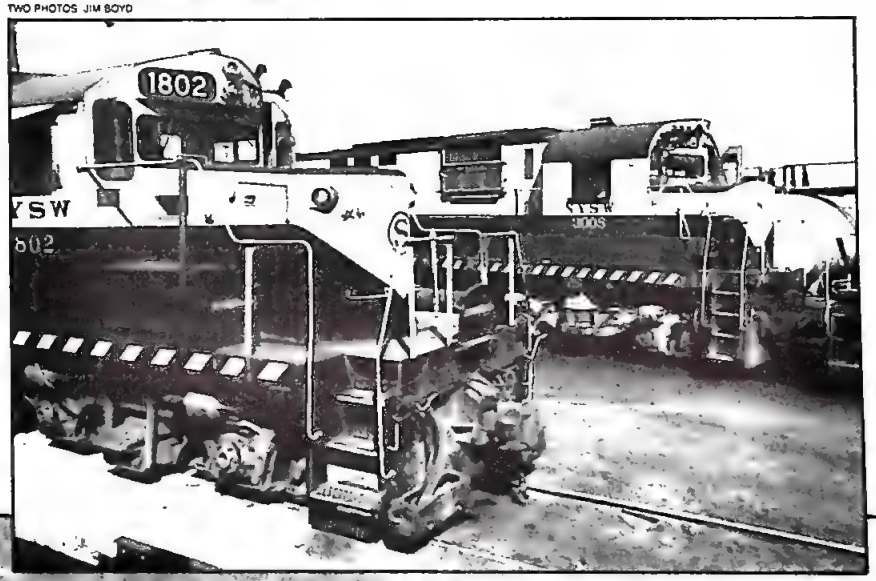
ally short and light, and the units are seldom called upon to deliver anything near to their rated horsepower. About the only opportunity the C430s have to "stretch their legs" is on N.J. Transit's ex-DL&W main line run from Morristown through Dover to Lake Junction and the former-Conrail Chester Branch, which is now operated by the M&E. These moves are just caboose-hops, however, since the branch interchange with Conrail is at Lake Junction, and no branch freight is carried over the N.J. Transit main.

Although the M&E has some light rail, including a stretch of 60-lb. rail on one siding, the C430s have had no problems. While the normal rated weight of the units, with full supplies, would be in the 272,000-lb. range, the M&E operates with only 500 gallons of fuel in the tanks, which saves 21,000 lbs. of fuel weight and gets them down to the light end of the weight range for four-axled locomotives. The Hi-Ad trucks track extremely well on light rail and have no tendency to lift on rough track since their coil spring primary and secondary suspensions result in an easy movement of the bolster and journals without any binding. Ben Friedland notes that in spite of their higher horsepower the C430s with the Hi-Ad trucks are much less slippery than the railroad's ex-TP&W C424s with outside equalized swing-bolster trucks.

Probably the most unexpected aspect of the C430s' short line success, however, is their fuel economy. With so much horsepower available for such light duty, the units seldom work up a fuel-consuming sweat. In addition, the modern 251 engine benefits from lower inertial losses (bearing friction, etc.) and better combustion efficiency through the use of turbocharger aftercooling. As



TWO PHOTOS JIM BOYD



FRANK LARKIN, chief mechanical officer of the NYS&W (top), likes his big Alcos, even though his railroad has had plenty of experience with EMDs. Conrail 2055 (here with 2051 and ex-Reading 5211 at Weirton Junction on November 6, 1977) became NYS&W 3008, shown with GP18 1802 at the Little Ferry shop in September 1985.

JAY POTTER

a result, Friedland observes that a C430 will do the same day's work as an RS1 on about *half* the fuel!

In contrast to the M&E, the Susquehanna units get into almost every conceivable type of operation encountered in railroad service, from switching and branch lines to high speed piggybackers and loaded-down-until-they-bleed main line tonnage drags. Their most publicized usage is on the Susquehanna's haulage trains and double-stack container service on Conrail's old Erie main line between Binghamton, N.Y. and Lit-

TWO PHOTOS JAY POTTER

ANOTHER ORE TRANSFER is making its way out of Mingo Junction with the 2056, 2055 and 2051. The 2056 became NYS&W 3006 in March 1983. Who would have believed that grimy ore hauler would someday be pulling passengers in dome cars? The excursion train was at Lisle, N.Y., on the Syracuse branch on October 1, 1983.

J.J. YOUNG, JR.

TWO PHOTOS JAY POTTER

ONLY THREE of the NYC C430s finally went to scrap: the 2057 shown (below left) on the Mingo Junction turntable on December 7, 1977; the 2058 (left) shown at Mingo Junction on December 28, 1974; and the 2059, shown here at Mingo on January 3, 1974.

tle Ferry, N.J., which subjects them to the kinds of loads and speeds for which Alco designed them. The climb to Gulf Summit usually has them in Run 8 with the short time ratings in the red as they crawl through the tight curves which were a challenge for even the SD45s and U36Cs of the Erie Lackawanna on their van trains.

For this reason, the Susquehanna has had trouble with the weak points of the C430, particularly the aluminum high-voltage cabling which was applied by Alco during the era when the units were built. The Susquehanna's experience with the aluminum cabling failing due to electrolytic corrosion at fittings and connections generally parallels that of nearly all the other operators of Alco Century series locomotives in main line service. All have had similar problems and concur that Alco's decision to use aluminum cabling was an unfortunate mistake. Susquehanna 3006 has already been completely re-cabled by the railroad, replacing the aluminum with copper, and the 3000 and 3008 are expected to be done shortly.

It seems particularly ironic that the locomotive which was to have been Alco's answer to EMD's high horsepower road units has found a seemingly secure niche on two short lines. While the Susquehanna and the M&E obtained their locomotives for the same basic reason—maintainable second generation power at a bargain price—each has managed to obtain satisfactory performance for their completely different operating requirements from these distinctive units. The unusual locomotives which didn't seem to have a chance of surviving the 1980s may end up running well into the 1990s in the odd combination of main line road power and replacements for RS1s. ⊂

GREEN BAY & WESTERN 315 was the last C430 built. It was at Norwood Yard in Green Bay in January 1969, wearing the as-delivered red with gray stripe paint scheme. This unit is today stored in the Green Bay roundhouse and is reportedly up for sale.

JIM BOYD

I never planned to be a railfan... by Ellen McCreary

BUT I DID MARRY ONE...
...and dozed through train slide shows.

. . . and waited by the tracks with an empty stomach and a full bladder for trains to come by to be photographed or recorded.

. . . and have gone to a party to celebrate the installation of a full-sized freight car into a friend's backyard.

. . . and listened to a scanner with railroad frequency crystals squawk morning, noon and night.

. . . and seen a spare bedroom evolve into the "train room" complete with a model train layout and a closet full of train slide carousels, model trains and railroad memorabilia.

. . . and taken vacations that often had detours to train museums, displays or excursions.

. . . and realized that my dream trip to Hawaii will occur when a Trans-Pacific trestle is complete so my non-flying spouse can join me among the palm trees.

. . . and wondered if we would kill or be killed on mass train-chasing adventures when everyone who is participating seems only to see their quarry, the train and not other vehicles or pedestrians or innocent by-standers.

I never planned to be a railfan . . . But I did become the mother of one.

. . . and heard our son's first multi-syllable word: "gondola."

. . . and was asked questions about Big Boys, Centennials, SD40-2s, etc. that I couldn't answer.

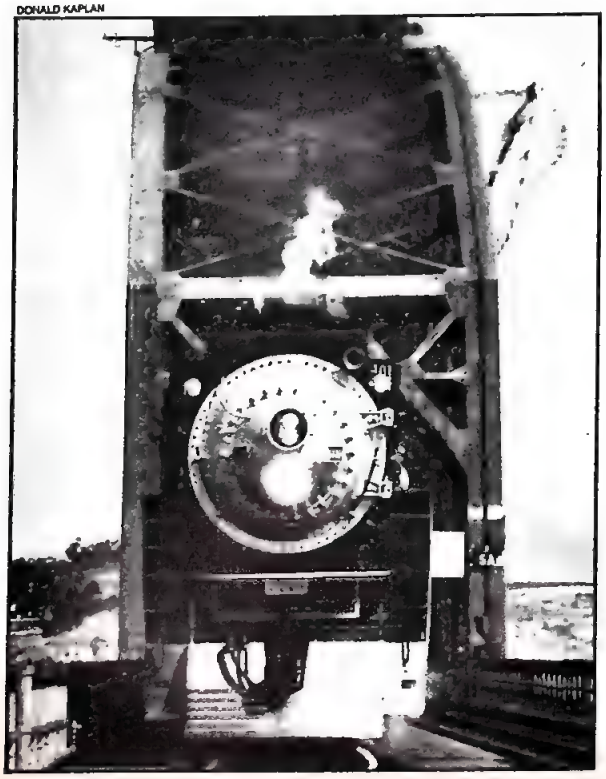
. . . and watched our son disappear under a hat that held his railroad pin collection.

. . . and watched our son's pants sink to half-staff from the weight of his railroad belt buckle.

. . . and have gone through the California State Railroad Museum so many times with our son that I feel we could easily become docents there.

. . . and read train books to a small boy until I have reflex laryngitis at the sight of the word "railroad."

DONALD KAPLAN



ELLEN McCREARY

ELLEN, DOUG AND GAVIN McCreary were riding behind SP 4449 at Martinez on May 8, 1984.

I never planned to be a railfan . . . and then I saw SP 4449 on the Freedom Train, steaming along the straightaway east of Roseville, California, on a cold morning in 1975.

. . . and I heard that whistle calling through the steam and mist.

. . . and I saw that magnificent machine working smoothly down the track.

. . . I had my breath taken away in a swooping rush; goosebumps were standard issue that day.

SP 4449 came back to Sacramento in her *Daylight* colors for the opening of the California State Railroad Museum. I thought the museum-opening pageant would be corny and trite, but the big steam engines dominated the celebration with dignity and grace.

SP 4449 returned again on her way to New Orleans, pulling a grand train behind her. We bought tickets for a ride from Sacramento to San Francisco and played hooky from school and work. We visited the train the night before the trip, and 4449 was hissing, seeming to breathe.

Then came the day of the ride. We arrived at the station early. The old SP station with its huge mural and long wooden seats was full of excited passengers once again. The place had a peculiar odor, old and tired, full of memories.

There were TV cameramen and scores of amateur photographers. Excitement mounted as trainmen tinkered with the engine and kids hopped from one foot to another. We finally left at 9:00 a.m.

We traveled across the Yolo Causeway, passing rice fields, corn and alfalfa, newly plowed fields. And we could see the railfans, roaring along the bike trail, dust flying, the CHP in hot pursuit. There were railfans chasing in a limousine, in the beds of pick-ups, sticking out of sunroofs; they were in private planes and helicopters.

We saw a crowd of schoolkids with American flags at Elmira, startled marshbirds into flight, California foothills in green and brown, the mothball fleet of battleships in Benicia, a big crowd in Matinez, saw BART in Richmond and contrasted it to 4449 as we worked our way closer to San Francisco.

And through the whole trip we caught sight and sound of 4449 as she did her job so well. She is poetry in motion; the power is awesome; the sounds are music in a mechanical symphony; the smells bring back memories of another time.

I never planned to be a railfan . . . And then 4449 came into my life, and now I understand.

Mallets in the Woods

by Dan Olah

PHOTOGRAPHY: DAN OLAH, EXCEPT AS NOTED

TEN FREIGHT CARS provided a load test for freshly-overhauled 2-6-6-2 11 on May 4, 1985.

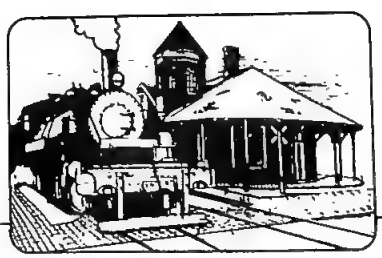
While it is no longer possible to explore the woods of the Pacific Northwest and discover some overlooked steam logging operation, you can come pretty close to that feeling when you encounter the Puget Sound & Snoqualmie Valley Railroad. Nestled in a valley at the foot of the Cascade Mountains in Washington state, this little railroad carries passengers through dense forests of fir, cedar, alder and hemlock, passes a 268-foot-high waterfall and crosses farmland in the shadow of rugged Mount Si.

The PS&SV is owned and operated by the non-profit Puget Sound Railway Historical Association. They run steam, diesel and electric power on regularly-scheduled passenger trains as well as an occasional freight consist. Although quite popular with area railfans, the line is relatively unknown outside the Pacific Northwest. While PSRHA considers its railroad an operating museum, it is much more than that. The PS&SV is a common carrier with a five-mile main line, a 3/4-mile branch, two small yards, a beautifully-restored depot, a modest shop and an interchange with a Class I railroad. In addition, it has over 90 pieces of rolling stock on the roster and power ranging from a 12-ton Whitcomb to a trio of 2-6-6-2s!

PUGET SOUND & SNOQUALMIE VALLEY RAILROAD

A short history

The PSRHA was founded in 1957 by about two dozen Seattle railfans who decided to preserve a bit of steam railroading. The fledgling organization held its monthly meetings in a wooden coach stored with an ex-NP 0-6-0 on a spur owned by Northwestern Glass Company on Seattle's south side. Two years later they leased eight acres of land owned by Puget Sound Power & Light Company between the lumber town of Snoqualmie (Sno-KWALL-me) and the Snoqualmie Falls waterfall. As one of Washington's more popular tourist attractions, the falls could only help draw visitors to PSRHA's new museum site. The members immediately began to lay about half a mile of track, most of which was on an abandoned railroad grade that once served a coal mine and log loading station. The "Niblock Spur," as the original NP line had been called, was taken up in 1946. The museum began laying rails in 1960, and steam first ran over them on June 2, 1962. The engine was ex-Canadian Collieries No.17, a small 2-6-0, and was used to switch equipment around the "Niblock Yard" site.



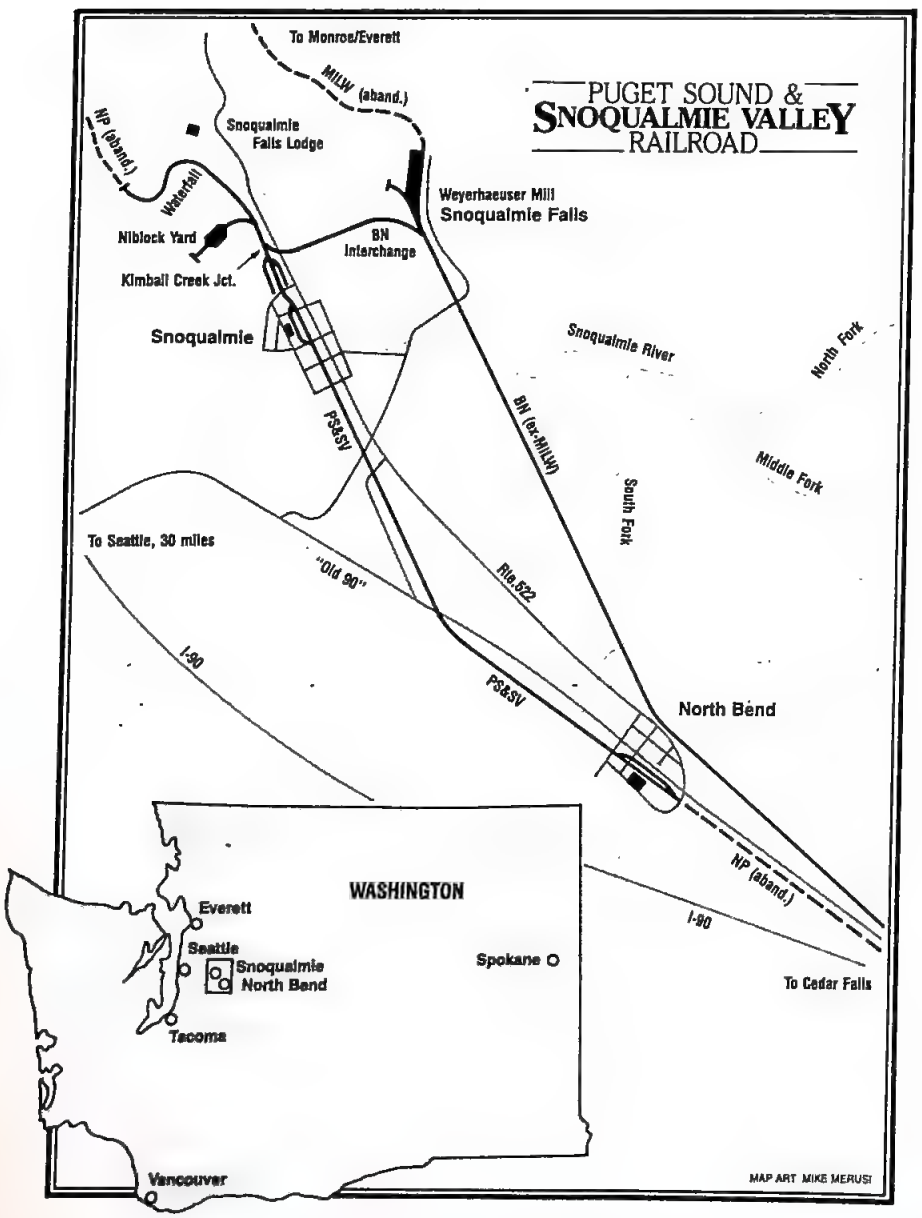
PS&SV trackage began on Niblock Spur at Kimball Creek Junction, just a few yards from the former-Northern Pacific branch from Woodinville to North Bend. There was no switch in place, so the museum did not have a physical connection for interchange. An old interurban carbody served as the depot. Visitors boarded the trains at this point and rode into the woods to the end of the line, then back to Niblock Yard where equipment was on display. After a guided tour, passengers would reboard and ride back to the junction.

Locomotives and cars were donated to the museum or purchased by members at an incredible rate. As soon as a new spur could be spiked down, it was filled with new acquisitions. Work on restoring some of the equipment progressed, and on May 28, 1967, PSRHA began revenue operations. An esti-

mated 5,000 passengers rode the trains that year behind ex-Rayonier 2-8-2 No.70. They rode on a flatcar with benches or in an 1881 coach or the caboose. The next year, both 2-6-0 17 and 2-8-2 70 were used. In 1969 Weyerhaeuser No.6, a Baldwin 2-6-6-2, was put into service. It powered the trains until 1974 when U.S. Plywood No.11, another Baldwin 2-6-6-2, took over.

The second Mallet operated until it was replaced by Mikado 70 in 1982. The small-drivered Mike was supposed to be good for several years, but the next summer it developed a crack in the boiler. Upon closer inspection, other problems were discovered. As a result, PS&SV trains were without steam power for the first time in over a decade. A decision was made to return U.S. Plywood Mallet No.11 to service as soon as possible. This was a laborious task that cost over $25,000 and tens of thousands of volunteer manhours. The boiler passed the state inspection in November 1984, and a successful test run was made on December 16, the last day of operation for the year. Number 11 was the power for most trains in 1985.

Since their inception, the popularity of the trains far exceeded anyone's hopes or expectations, and they soon became an important source of revenue for the museum. Over the years, PSRHA has cultivated an enthusiastic membership of about 300 people with a wide variety of skills, talents and knowledge. Equally important, the museum became a good friend and neighbor to the residents and businesses of the Snoqualmie valley and has earned the reputation for being an informal but well-run organization.



The railroad expands

In 1977, the Burlington Northern abandoned its North Bend branch when its right-of-way was needed for a section of Interstate 90 being constructed west of Snoqualmie. PS&SV trackage was increased substantially when the BN donated over three miles of the branch and the Snoqualmie depot to PSRHA. This donation gave the organization a permanent home. In addition, PSRHA purchased over a mile and a half of track that reached into North Bend.

This new "main line" now extends from the town of North Bend through Snoqualmie and past Kimball Creek Junction, ending about 1/4-mile beyond the spectacular Snoqualmie Falls. The NP branch was part of a route from Seattle to North Bend, constructed between 1887 and 1889 as the Seattle, Lake Shore & Eastern Railway. Over the years, the 119-mile SLS&E (later purchased by the NP) hauled millions of board feet of lumber to the mills and ships on Puget Sound.

By replacing a few ties, repairing a couple of grade crossings, cutting some brush and tightening rail joints, PS&SV now had a main line in excellent shape. Not included in the donation but also purchased was a short connection that leaves the main near Kimball Creek Junction and leads to the Weyerhaeuser mill at Snoqualmie Falls. This serves as the PS&SV-BN interchange (the BN now operates this segment of the former-Milwaukee Road line from Cedar Falls to Monroe; it is abandoned north of the still-active Weyerhaeuser mill). A 788-foot pin-connected wrought iron bridge spans the Snoqualmie River on this track, and beneath it is a favorite swimming and fishing spot.

Operations on the PS&SV are fairly simple. Trains are scheduled for weekends only and do not run November through March, except for two weekends in December. The "steam season" is Memorial Day through September, plus the Halloween "Spook Train" and December "Santa Claus Trains." Diesels handle the schedule at other times. Work on the equipment, right-of-way and structures is performed year-around, however, and work extras and special movements are operated as needed. PS&SV equipment and facilities are available for charter any time, and PSRHA is more than happy to make the railroad available for movies, television and advertising. An episode of the TV show "Hot Pursuit" featured a number of scenes shot in Niblock Yard. The trains have been used for weddings, company picnics, school field trips and other special outings.

Incidentally, the PS&SV is a common

carrier, although it does not have any on-line customers at this time. Its first revenue shipment was a load of machinery used in building a bridge for a nature trail to the falls. They could handle the traffic should any local business develop.

The railroad operates by timetable and train orders. Engines are placed on the west, or "falls" end, and the train consists of a wood coach with windows removed for "fresh air viewing," two heavyweight ex-SP&S coaches and an ex-UP heavyweight observation. The ten-mile round trip takes an hour and ten minutes, and fares are reasonable (adults $5, seniors $4, children 5-15 $3 and under 5 free). There are four or five runs per day, depending on the season. The best views are from the seats on the right hand side of the train.

The *"Cascade Foothills Limited"* originates at Snoqualmie, and the run begins by backing out of town, traveling southeast with the engine shoving the train toward North Bend. The track is straight and easily visible from State Highway 202 for almost a mile, but then it disappears as it enters a bog and thick stands of timber. The train later pops out of the woods on a slight curve where it crosses a four lane highway. This is the once-busy "Old 90" crossing, but most vehicular traffic now bypasses the crossing and North Bend on the new I-90. The PS&SV installed new state-approved flashing signals to replace the ones that were removed when BN abandoned the branch.

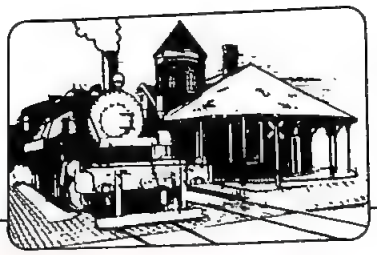
The track beyond the crossing leading into North Bend is again straight and cuts through open farmland. Just before entering town, the trains cross the South Fork of the Snoqualmie River on another iron bridge. It is almost identical to the bridge on the interchange track and is a favorite spot for photographers. Both of these bridges were originally built on the Northern Pacific's main line east of the Rocky Mountains. As train weight and frequency increased, the bridges were replaced with heavier ones, and the older structures were dismantled and moved to new locations on branch and secondary lines.

PS&SV trains did not serve North Bend on a regular basis until August 1983. Before that, they went only as far as the Old 90 crossing. After convincing the citizens and officials of North Bend that a return of the iron horse would be of benefit to their community, PSRHA was given permission to operate into town. Trains now run between Snoqualmie and North Bend on schedule (passengers who board in one town can get off in the other, explore for a while, then reboard a later train to return). A former-Great Northern transfer caboose is used as the depot and ticket office.

RAYONIER 2-8-2 70 was at the Snoqualmie depot in June 1983. The ex-NP depot is a National Historic Landmark and serves as headquarters for the museum association.

This year should see big changes for the PS&SV in North Bend. They will install a run-around siding and an 1100-foot extension into the town's new Railroad Park. Centerpiece of the park will be a new depot built in an Alpine style, which will be owned by the town and used by the PS&SV.

After a short layover in North Bend, the train heads for the falls and the west end of the line. It makes a spectacular sight charging non-stop through Snoqualmie (albeit slowly) with the bell clanging and whistle sounding. The westbound train passes a couple of sidings where engines and freight cars have been spotted to look like trains waiting "in the hole." Just beyond Kimball Creek Junction there is a slight grade that is just enough to make the engine work. The train then passes the Puget Power hydroelectric facility at Snoqualmie Falls. After skirting the top of the falls, the track curves sharply to the left and goes through a rock cut. It crosses a short wooden trestle to a breathtaking view of the lower Snoqualmie valley from a ledge almost 300 feet above the river. The line ends abruptly at the abutment of a long curved trestle that was dismantled in 1977. After a few minutes, the train reverses direction and backs into Snoqualmie, where another load of passengers will board.

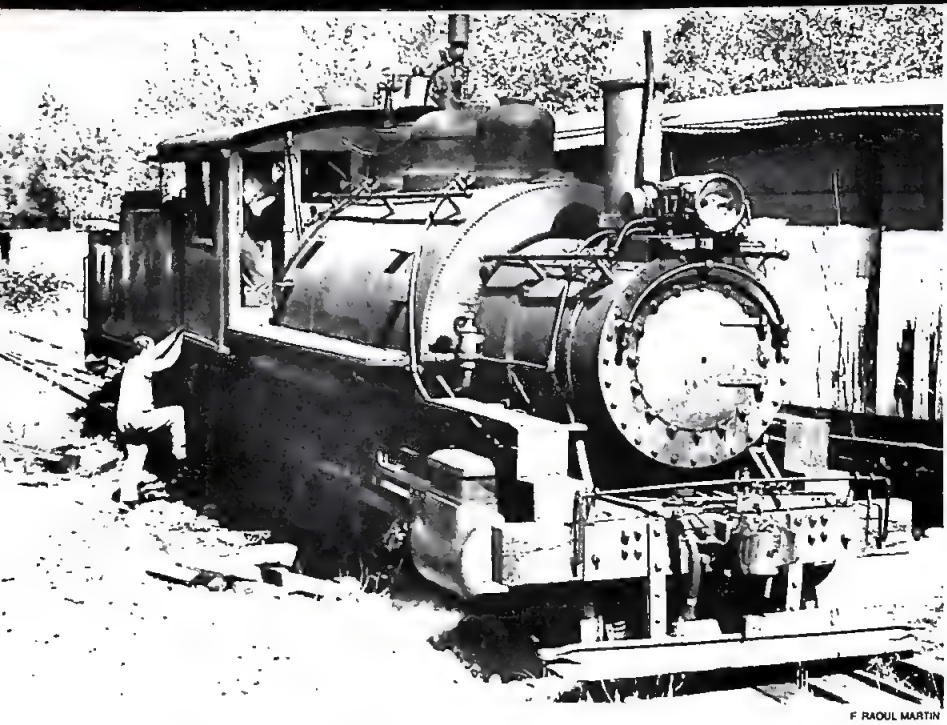


With the ride completed, those who are not railfans will usually depart for another attraction in the valley or head to Seattle, 30 miles away. Railfans are invited to visit the shop area at Niblock Yard, where most of the equipment collection is located. Introduce yourself to a PSRHA member and ask for directions. During weekdays, a visit to Niblock Yard is by pre-arrangement only. Recent instances of vandalism, theft and other trespassing have resulted in security precautions, and the site is guarded at all times.

Equipment collection

The museum's collection of rolling stock is quite varied and extensive. Some of it is owned by PSRHA, while other pieces are owned by members. Museum policy is to repaint equipment into the former or original owner's scheme. The only exception is the "ticket office" caboose in North Bend. Preservation and restoration is difficult for any railroad museum, but it is considerably more so in an area that receives as much precipitation as the western slope of the Cascades.

Due to the limited manpower and money common to most non-profit organizations, PSRHA must focus on the projects that have the greatest historical value or that are the closest to being



F. RAOUL MARTIN

CANADIAN COLLIERIES 2-6-0 17 was fired up for switching duties in 1964. Kennecott Copper donated RSD4 909 in 1984, and it is now used in passenger service. Weyerhaeuser 2-6-6-2 6 and Rayonier 2-8-2 70 (opposite right) were steamed up together in December 1972. The power in 1986 will be 2-6-6-2 No.11.

operable and useful. As a result, they have not acquired every piece of equipment that has come available. One steam locomotive that they had to pass up in their early years was a real heartbreaker: NP 4-8-4 2626. Built by Alco in 1930, the engine was the famous Timken 1111, the "Four Aces" demonstrator that sold American railroads on the idea of roller bearings for large locomotives. The engine was up for disposition not long after PSRHA had moved to Snoqualmie. The weight of the 4-8-4 was too much for many of the trestles on the North Bend branch, and there was no suitable alternate location to store the engine. Sadly, the young museum was forced to let the 2626 go to the scrapper.

Despite the one that got away, a lot of equipment *was* saved, including 13 steam engines, seven diesels, four wrecking cranes, a rotary plow and some traction equipment. They also collected a variety of vintage freight cars, including a 40' steel-sheathed ice reefer, a wood-sided gondola and two 50' end-door, outside-braced automobile boxcars. An early stock car, wood-sheathed reefer, several boxcars with wood bodies, and a number of tank cars and flats round out the freight car fleet. A recent donation of two gondolas included one from Pacific Coast Railway. Some of the cars are used for material storage, but many are serviceable and can be used for future mixed train charters or operations.

Only four of the 13 steam locomotives have been operated at Snoqualmie: 2-6-0 17, 2-8-2 70 and Mallets 6 and 11. As of early 1986, 2-6-6-2 11 is the only serviceable engine, with 2-8-2 70 down for heavy repairs. It is presently a priority

PS&SV Motive Power Roster

Steam Locomotives

NUMBER	TYPE	BUILDER	C/N	BUILT	NOTES
1	Shay, 3-truck	Lima	911	1904	Eastern Railway & Lumber
2	2-6-2T	Baldwin	34668	1910	Mason County Logging
2	Heisler, 2-truck	Heisler	1488	1932	Minnesota & Ontario Paper
3	Shay, 3-truck	Lima	3142	1920	Eastern Railway & Lumber
6	2-6-6-2	Baldwin	60412	1928	Weyerhaeuser
11	2-6-6-2	Baldwin	59701	1926	U.S. Plywood (built as tank engine)
14	4-6-0	Baldwin	15771	1898	Canadian Collieries
17	2-6-0	Baldwin	12344	1891	Canadian Collieries
21	2-8-2	Baldwin	58368	1925	Santa Maria Valley
70	2-8-2	Baldwin	55355	1922	Rayonier, ex-Polson Lumber
106	2-6-6-2T	Baldwin	59087	1926	Weyerhaeuser, ex-Potlatch
529	2-8-0	Rogers	21672	1903	Hines Lumber, ex-OSL
924	0-8-0	Rogers	5425	1899	Inland Paper, ex-NP

Diesel Electric and Gas Electric

121	H12-44	F-M	12L437	1951	Weyerhaeuser White River No.1
909	RSD4	Alco	78217	1951	Kennecott Copper, ex-201
7324	50-ton	GE	12981	1941	Puget Sound Naval Shipyard
—	30-ton	Plymouth	4562	1943	St Regis Paper
—	35-ton	Plymouth	?	1940s	Western Steel Casting, ex-U S. Army
23	20-ton	Plymouth	?	1930s	Rayonier, ex-U.S Navy
6-C	12-ton	Whitcomb	?	1930s	J.H. Baxter, ex-SP Oakland Tie Plant

Traction

NUMBER	TYPE	BUILDER	BUILT	NOTES
—	4-ton	Goodman	?	Asarco Smelter, "mine loco"
3	25-ton	GE	?	Asarco Smelter, "slag loco"
20-22	Streetcars	ACF-Brill	1930	Takima Valley Transit
S103	Snowplow	BCE Ry.	1911	Originally BCE motor 952
724	85-ton	GE	1920s	Kennecott Copper steeple-cab
1058	Line Car	Niles	1903	Portland Traction, ex-coach 58
1207	Interurban	BCE Ry.	1905	Coach *Steveston*
4003	Suburban	Kuhlman	1928	Portland Traction
Clinton	Sleeper	ACF	1924	Pacific Great Eastern

Compiled by Dan Olah, 9/85

PUGET SOUND & SNOQUALMIE VALLEY RAILROAD

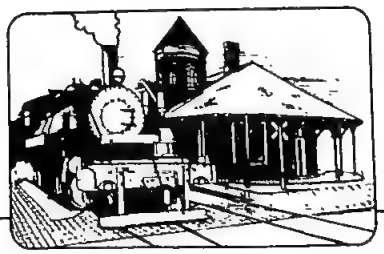
MAYNARD LAING

project to get a second engine serviceable so that they can guarantee steam for all trains. Former-NP 0-6-0 924 has been stored in Chehalis, Washington, 100 miles to the south. It is presently in operating condition, but the boiler is not certified (since it was built in 1899, they may have difficulty in getting the necessary permits and licenses to allow 924 to run). Arrangements are being made to move the 0-6-0 to Snoqualmie this spring. Though some members have been working on Heisler No.2, it needs considerable work, and there is not much hope that any of the remaining engines will be returned to steam within the forseeable future.

A quick glance shows that logging and mining engines comprise a considerable portion of the equipment roster. They have been donated or purchased from operations throughout the Pacific Northwest and British Columbia. Probably the most remarkable aspect of the roster is the *three* logging Mallets. All 2-6-6-2 compounds, two were built as tank engines, while the Weyerhaeuser No.6 is a conventional "tender" engine. The U.S. Plywood No.11, presently in service, was built by Baldwin in 1926 as a tank engine but was converted to operate with a tender. Of the Mallets, only Potlatch/Weyerhaeuser tank engine 108 has not seen service at Snoqualmie.

Like many other railroad museums throughout the country, PSRHA has begun to save diesels. Their largest is Kennecott Copper 909, one of only 34 RSD4s built. The six-axle Alco was donated in the summer of 1984 along with 85-ton GE steeplecab electric pit mine motor 724 and an ore dump car. The RSD4 will perform switching duties and fill in for No.11 if needed. Also on the property is ex-Weyerhaeuser (White River Division) Fairbanks-Morse H12-44 No.1, now No.121 owned by Pacific Transportation Services of Tacoma. This unit is on lease and pulled most of the PS&SV passenger trains in 1984 while the Mallet and Alco were being prepared for service. The first diesel on the PSRHA roster was GE 45-tonner 7320, built in 1941 for the U.S. Army. There are also three Plymouths of different sizes and a Whitcomb. Some PSRHA members have discussed the desire to see the museum operate diesel from each of the major U.S. builders. They're off to a good start.

Most of the museum's passenger equipment is of composite or heavyweight steel construction. There is only one stainless steel car, an ex-Amtrak/AT&SF coach, which is not used in regular service. In 1972, PSRHA received the first of the ex-SP&S steel cars that have become the backbone of the revenue fleet. One of two combines used by the SP&S on its Inside Gateway is often found in the consist. The ex-UP open-platform observation car (later used as an instruction car) is everyone's favorite for carrying the markers. The museum presently has enough equipment for two passenger train sets: one with wood sides and one of steel. There is also a "kitchen car" that was once an NP pay car. The oldest piece of rolling stock in the collection is an NP day coach built in 1881. It is a candidate for complete restoration as a project for the Washington State Centennial celebration in 1989.



Although there is no wire over any PS&SV track yet, they have operated their ex-Yakima Valley Transit streetcars to carry passengers and members between the Snoqualmie depot and Niblock Yard. The cars were powered by a gasoline-driven generator mounted on a four-wheel cart. It may be unorthodox, but it works. As of late 1985, the streetcars were not operating. This is just temporary, however, and members hope to have traction equipment running on a regular basis in the not too distant future. One of the more significant pieces in the traction collection is the interurban sleeper *Clinton*, acquired from the Pacific Great Eastern.

Preservation and the future

Some of the items in the collection will never turn another wheel. Others are in need of body work or a fresh coat of paint. A few have had parts robbed off them to keep other pieces in service. This is something PSRHA regrets, but

ALBERT FARROW

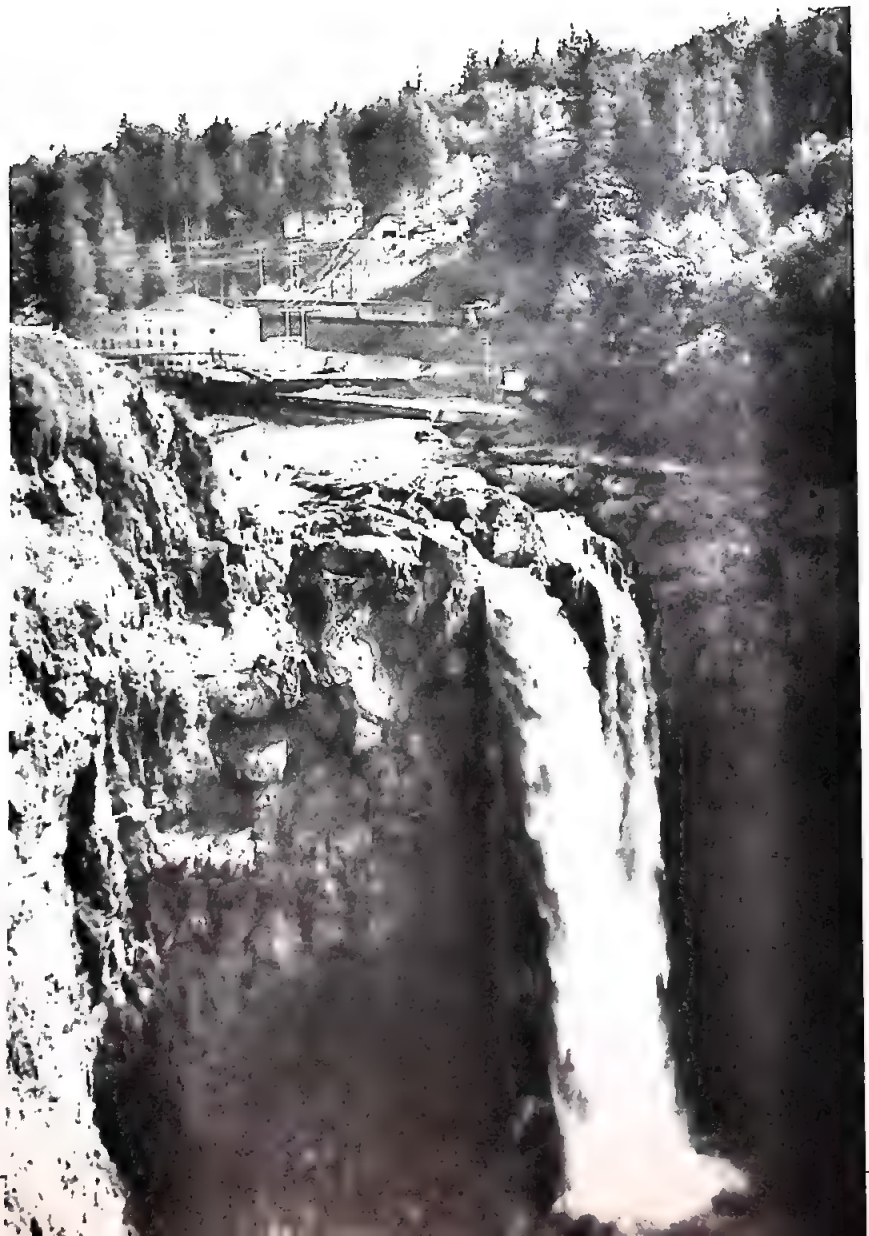
U.S. PLYWOOD 2-6-6-2 11 was steaming up Kimball Creek Junction on July 27, 1985. Mikado 70 and her passenger train can be seen behind the 268-foot high Snoqualmie Falls. The river is much more placid beneath the bridge (right) just outside North Bend.

it does give Niblock Yard and the shop area a certain air of authenticity. The encroachment of blackberries and evergreens among the spare parts and salvaged pieces only adds to the atmosphere. You really feel like you accidentially discovered logging railroad shops that were somehow fogotten by time.

The depot in Snoqualmie is the center of PS&SV operations. Though it is on King Street, it can't be confused with Seattle's King Street Station. Built in 1890, it is listed as a National Historic Landmark. When donated to the museum in 1977 by the BN, it was structurally sound, but a lot of work was required to restore it to its original appearance. The only major modification was the installation of clean and modern restroom facilities in the freight room. PSRHA was able to obtain $125,000 in federal grant money to aid in the $200,000 restoration, which was completed in 1980.

All this effort has not been lost on the town of Snoqualmie. Across King Street from the depot is some formerly-vacant land which was owned by PSRHA and donated to the city. Now known as Railroad Place Park, it has grass, picnic benches, brick sidewalks lined with flowers and a large gazebo built by comminity volunteers. Snoqualmie's citizens have grown to appreciate the benefits of having the railroad museum in their town, particularly in the past few years when visitors' dollars have helped offset the losses due to layoffs at the mill.

Since Puget Power has plans to develop the land occupied by Niblock Yard, PSRHA has been looking for a new shop area. A site on the other side of Snoqualmie along the main line, about a mile from town, has been se-



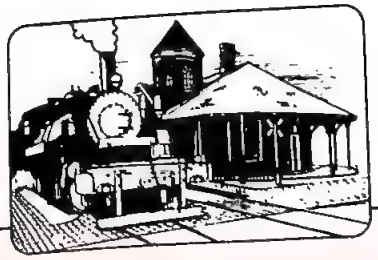
lected. Currently, plans are being drawn up and the required permits are being applied for.

Only steam and diesel equipment would be kept at this new site, as PSRHA would like to build a separate electric railway museum between Snoqualmie and Kimball Creek Junction. Known as the "thrash site," it would ideally contain a three-track carbarn to maintain the traction equipment. The combination of the two new sites would provide adequate area for storage and display of the equipment collection.

The PSRHA is currently accepting new members, regardless of their experience level, to increase the pool of personnel available for different projects. New members are not required to perform volunteer work, but it is encouraged. Active members are required to perform at least 100 hours of labor per year to be eligible to vote or hold office.

The 1985 season was both profitable and constructive—exceptionally good weather and the lure of operating steam can be credited. In addition, the museum has a well organized advertising and marketing plan that includes new four-color brochures, TV and radio public service announcements and an advertising campaign.

Although not directly connected with the PS&SV, no story on it would be complete without mention of Snoqualmie Falls Lodge or Puget Power's facility. The Lodge is a fabulous restaurant that overlooks the falls and the PS&SV tracks on the opposite bank. It is famous for serving large and hearty breakfasts that offer literally anything and everything that one could wish for. Meal reservations are required well in advance during most of the year. If you can arrange it, nothing beats having breakfast at the Lodge before visiting the museum. If you are lucky enough to have a window table in late morning, you can see the trains pass by on the other side of the falls.



The first hydroelectric generating station constructed in the Pacific Northwest, Puget Power's plant at the falls is the oldest such facility built underground and has been in service since 1889. It currently produces enough power to supply over 40,000 homes, and much of the original equipment is still in use! The plant has been declared a National Historical Engineering Landmark. There is also a local winery and plenty of outdoor activities in and around the Snoqualmie valley, but no other attraction makes its presence known as well as the PS&SV does.

As you have probably gathered by now, the PS&SV has a lot to offer the visiting railfan, from a breakfast at the Lodge to whistles in the woods and a ride behind a 2-6-6-2. While few would travel across the country solely to see a railroad museum, SteamEXPO in Vancouver this spring (May 23-June 1) will be attracting a lot of railfans to the Pacific Northwest, and the PS&SV will be operating some special trains and consists between May 31 and June 4. It could be a worthwhile stop on your way home from EXPO.

the book

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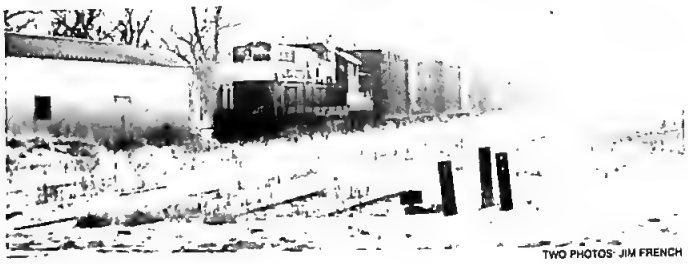
BY JIM BOYD

THE LAST RUN on the ICG "Gruber" line passed through Dixon, Ill., on December 21, 1985. The crew, (l to r) conductor McDonald, brakemen Linden and Sheppard and engineer Austen, posed with Geep 8045 at Freeport.



TWO PHOTOS: JIM FRENCH

The last Gruber

It seems hard to believe that I've been away from Illinois for 15 years now and that New Jersey actually feels like "home." But just before I left the corn country to come to work for Carstens, I spent a very happy year and a half working as a brakeman on the Illinois Central out of Freeport, Illinois. I managed to avoid the Illinois Central *Gulf* and was far enough away that the changes that transpired in the following years "back home" were more fragments and abstractions than day-to-day reality.

The ICG was a spurned merger partner, and "Industries" seemed to have little love for the railroad side of its business. The power was getting shabby, and our beautiful 90-m.p.h. passenger main west was going to hell. Business was down, even though grain and coal trains behind SDs began showing up in territory that I knew as strictly Geep-and-manifest country.

It was not a surprise—and as a matter of fact was rather fun—when the Madison branch was spun off to a succession of short lines and played host to such unthinkable motive power as multiples of FM switchers, a GM&O-inspired RSD5 and a purple F7. Then the "Gruber," the IC's original main line south from Freeport to Clinton, Ill., through my hometown of Dixon, was threatened with abandonment, and the rumors began to fly that the whole line west of Chicago was up for grabs. The "Dixon Job" was long since abolished, and all sorts of screwy short line deals were being bandied about to save the Gruber. Out in Iowa, Jack Haley bought the Albert Lea line and was making a success out of it, and the word had it that he was making an offer for the west line. Viewed from New Jersey, the whole thing seemed unreal.

Then on the Christmas Eve 1985 it broke. Haley bought the main line to Council Bluffs, Sioux City and Cedar Rapids, and Waterloo, Iowa, was now the headquarters of the new 674-mile Chicago Central & Pacific. With remarkable new labor agreements and an aggressive approach to traffic sales and local service, the CC&P should be able to prosper in an area where the ICG felt very out of place. With the CC&P adopting the old IC green diamond herald and reportedly planning to use the "EMD-standard" IC black with white stripes paint scheme, the prospects for the new railroad are pretty exciting from the railfan standpoint. (See RAILNEWS for more details.) Interestingly, I hear that the CC&P acquired IC GP9 9057, still in black paint; that was the diesel that replaced the last 0-6-0, 275, on the Dixon switch job on January 17, 1955.

Chet French, an ICG conductor and longtime friend, went to work for the CC&P. After his first month on the job, he says that it feels rather strange. The CC&P is using mostly ex-ICG units, and Chet says that the geography and people and equipment are all the same, but "everything's different." He likes the new company's policy of "customer service first" and is happy to see them going after piggyback traffic and business that the ICG "ran off." He seems a bit unsettled by the change but is sounding optimistic for the

first time in quite a while. After all, the whole railroad could have gone the way of the Gruber.

When the CC&P took over the west line, it spelled the end for the Gruber, which the ICG had been operating for the past couple of years under the threat of abandonment and holding off each time somebody else came up with a scheme to save it. But in the end, all plans failed, and on December 21, 1985, Extra 8045 made the last run from La Salle to Freeport. I had worked with everybody on that final crew: conductor Packy McDonald, engineer Harley Austen and brakemen Bobby Linden and Howard Sheppard. It was the crew's last run, too, as they were all taking severence.

That last run was chased and photographed by Jimmy French (Chet's son, now in his 20s) and a gang of the local railfans. There was a hazy winter sky as the orange and white Geep backed long-hood-first up the main line past the weed-grown, snow-covered and empty tracks of the Dixon yard. I'm almost glad I wasn't there to see it.

With the matter now resolved, I don't have to worry about what will happen in the future or fret about the track being torn up south of El Paso or wonder if the Mendota Turn is still running. The Gruber is history, and I can now recall the "Amboy District of the Springfield Division" in my favorite images: *clean* orange and white Paducah Geeps assaulting the hill out of La Salle . . . Ernie Brooks "cleanin' the cement cars" with his enthusiastic throttle work across Seventh Street . . . shiny black GP7s making the mellow sound of transition as they accelerate off the Dixon trestle . . . Louie Scott and Jack Taylor and Ike Eisenrich and black Geeps and 0-6-0s 341 and 259 and 275 . . . and Bob Morgridge laying down the most beautiful of whistle calls with the steamboat chime on a 2100-class Mike.

Long, long ago, in a land far, far away.

Working with the C430s

With the Green Bay unit in storage, the seven remaining C430s are in service on two New Jersey short lines: the Morristown & Erie and New York, Susquehanna & Western. A friendly rivalry exists between the two Alco owners, but the M&E's Ben Friedland and NYS&W's Frank Larkin are good friends and quick to come to each other's aid in time of need.

There is one railfan that we know of who has worked as a trainman on all seven of the surviving C430s. Bob Bahrs is a conductor for Conrail, presently working the northern New Jersey and New York lines. A couple of years ago he was furloughed by Conrail for 18 months and spent nine of them working as a trainman on the Morristown & Erie, seeing service on both of their C430s.

After being called back to Conrail, he spent the summer of 1985 working out of Port Jervis, N.Y., catching many jobs on the Susquehanna "haulage trains" and stack-packers manned by Conrail crews on the old Erie Delaware Division between Croxton, N.J., and Binghamton, N.Y. They were powered, of course, by the big Alcos—as well as NYS&W GP18s and C420s, leased CF7s in full Santa Fe livery and a variety of Guilford run-through units.

The M&E is a small railroad that keeps its power in immaculate condition. Bob noted that the C430s move cars well as switch engines, but those straight-up steps would take a toll on the brakeman's legs after a day of

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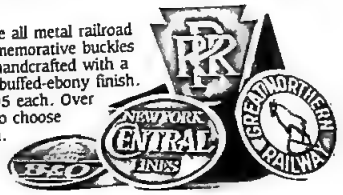

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JIM BOYD

BOB BAHRS has worked as a trainman with all seven of the M&E and Susquehanna C430s.

climbing up and down. The M&E did, however, enlarge the bottom steps to make them easier to ride on while switching.

"One thing you notice when working with a C430 is a lot of relay noise. Every time the engineer changes direction, the relays in the cabinet clank and clatter all over the place," Bob commented. "Switching all day long it was a constant CLUNK ... CLINK, CLANK, CLUNK ... CLUNK, CLUNK, CLUNK."

"And the M&E put on those tremendous five-chime air horns. They were great grade crossing protection, but they were rough on your ears when riding the left side with the window open."

Working Susquehanna trains on Conrail was a completely different experience. While the NYS&W initially bought their C430s for local work on the Syracuse and Utica branches out of Binghamton, they were suddenly thrust into "The Big Time" with the coast-to-coast Sea-Land stack-packers and container trains. The Suskie was scrambling to keep every possible unit in service and borrowing power where they could (like that pair of Santa Fe CF7s). The bargain-basement C430s were quickly called upon to deliver the kind of performance that Alco had been hawking back in 1966. The years of tough service and subsequent storage had taken their toll, but the yellow and black Alcos put on a respectable show—and a downright amazing one at times.

Bob caught all sorts of runs, from six-unit sets and textbook-perfect runs to all-night struggles over Gulf Summit with too few engines and too many cars. On the road, he notes that the C430s ride better than the typical four-motor GEs but not as good as an SD40—decent riding for a big engine. There are no railfan engineers on the Delaware Division, though, and the crews are not particularly fond of the Alcos. They are hot in the summer and have an oily smell from the engine compartment (something not characteristic of the M&E units). They have good cab heaters, though, and are comfortable in the winter. The Conrail crews are aware that the 3000s are "different," from the attention they get from lineside railfans on any daytime run—especially on sunny weekends.

Bob observes, "I regard the Erie west of Port Jervis as probably the nicest railroad in the East, and coming from a die-hard Lackawanna fan, that's about as high a compliment as you can get. You ride that ledge through the pines and wave to canoeists on the river and railfans at Starrucca Viaduct. Just sit back and ride, listening to those Alcos work. It can't get any better. And it hasn't. It has certainly been the highlight of my railroad career to work out of Port Jervis ... to go west on one of those trains ... and to get paid for it."

Photo contests

There are two interesting photo "opportunities" that will be of interest to fans all across the country. One is a national photo contest and the other is the chance to participate in a photo book.

The contest is the 10th Annual Railroader's Festival Photo Contest at the Golden Spike National Historic Site and sponsored by the National Park Service. The contest is open to all photographers, and the subject matter can be any aspect of railroading taken within the past year. There are only two categories: color and black & white. Each entry must be a glossy 8"×10" print (no slides or textured-surface prints, please). No composite, multi-exposure or multi-printed entries will be accepted. Each contestant may enter a maximum of five prints, a maximum of three in either category. Each entry must be clearly identified on the back of the print with the contestant's name, address and phone number as well as a brief description of the photo including the date and location of the subject. All entries become property of the National Park Service, U.S. Department of the Interior.

A selection of the winning photos will be exhibited at the Golden Spike National Historic Site at Promontory, Utah, as part of the 10th Annual Railroader's Festival on August 9, 1986. A selection of the winning photos will also be run in RAILFAN & RAILROAD. The three judges will be professionals with experience in both railroading and photography. Prizes will be awarded to the First and Second Place winners in each catagory. Deadline for entries is June 30, 1986.

Mail your entires to: Railroader's Festival Photo Contest, National Park Service, Golden Spike National Historic Site, P.O. Box W, Brigham City, UT 84302.

The photo book opportunity is a variation on a grand scale of the very successful "One Day in the West" done last year by the *CTC Board*. NiagaRail Publications is doing a book to be entitled "A Day in the Life of North American Railroading," edited by Andrew Panko. They are asking railfans from coast to coast and Canada to Mexico to submit photos taken on Friday, June 20, 1986, the longest regular working day of the year. All entries for the book will also go into a photo contest, with book prizes to be awarded.

They will accept black & white and color photos, as well as slides. But since the book is to be printed primarily in black & white, your best chance for inclusion will be with glossy 8"×10" prints—since these are intended for publication, *all* prints should be on glossy paper, as textured surfaces do not reproduce well. The address for submissions is: NiagaRail Publications, Dept I, RR#4, Niagara-on-the-Lake, Ontario, Canada L0S 1J0. See their ad on page 20 for more details.

The Berk and the Century

It is a tale fondly remembered by the faithful of the Nickel Plate Historical & Technical Society. As I recall, it was a letter to *Trains* Magazine back in the early 1960s that put it in writing for the first time. A New York Cen-

tral engineer was commenting about how fast the NKP 2-8-4s would move on their main line paralleling the Water Level Route between Cleveland and Buffalo. A run through our library failed to turn up the issue for a direct quote, but the story made such an impression over 20 years ago that I can recite most of it from memory.

The writer was describing how he was at the throttle of a shiny new set of Alco FAs, grinding along toward Buffalo with all the tonnage some yardmaster had been able to gather. Looking back over his train he noticed a plume of smoke and a Mars light over on the Nickel Plate, and it was gaining on him rapidly. Racing steam-on-steam was a man's sport, but what kind of a contest was steam versus diesel? The answer came quickly as the Alco was showered in cinders from the highballing Berk as it swept past with a long consist of freezers. The steam engineer was on the whistle cord and cut loose with "a very unsportsmanlike whistle that was definitely not in the rule book . . . but which said volumes."

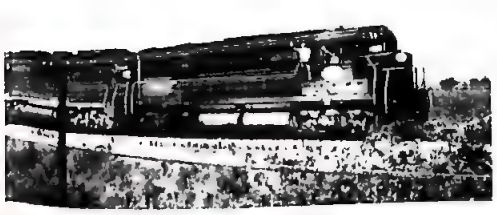
Shift the scene now to September 8, 1968, on the open platform of the heavyweight observation car bringing up the markers of the *Nickel Plate Limited* fantrip from Conneaut, Ohio, to Buffalo. On the head end is NKP 2-8-4 759 making her first run as an excursion engine after being leased from Steamtown U.S.A. by Ross Rowland's High Iron Company. Watching the miles whip away with Tony Koester and John Rehor, I am getting my first taste of the glory of the Nickel Plate in steam.

Suddenly a New York Central caboose appears alongside on an eastbound freight (the Penn Central merger is only seven months old by now). About a mile ahead of us "The Story" is occurring again—and the three of us know it. That Central hogger must be looking back at a plume of smoke and a Mars light thinking, "Oh no, not again!"

We are enjoying that thought immensely as our Berk dusts the laboring black diesels in a roll of equally black smoke. We're making about 70 and he's struggling along at about 40. History is repeating itself as the Nickel Plate once again humbles the mighty Central. And not only that, but his lead unit is an Alco! The engineer is waving grandly, and the head man is out on the walkway for a better view as Century 430 2059 and a pair of GP40s are left behind. Only the telegraph wires between the main lines mar the resulting photo (below). But even in the euphoria of my first NKP Berkshire trip, I recognize the significance of the C430.

Though I didn't know it at the time, it would be nearly a decade before I would see another NYC C430, and even the Penn Central would be history by then. But Mingo Junction and Conrail were not the New York Central main line, and it is the 2059 in a cur-

JIM BOYD



NYC C430 2059 has just been overtaken by Nickel Plate 2-8-4 759 on a fantrip between Conneaut and Buffalo on September 8, 1968.

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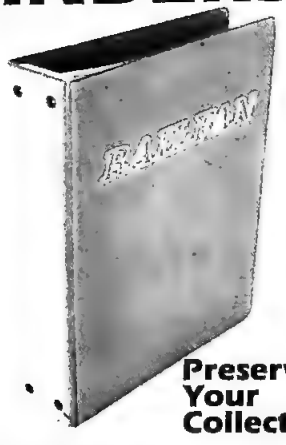

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RAILROAD POSTCARDS: Norfolk Southern, N & W #1218, Lehigh Valley, Seaboard Airline, C.S.S. & S.B., Reading, L&N, Alco's, Baldwin's and more. 29 new postcards for $4.50 or $1.00 for size samples and listing. Mary Jane's, Route 5, Box 132-A, Covington, VA 24426. 986

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WANTED: "Locomotive Engineers Journal", June 1951 issue. Jerry Pitts, 81 Robinwood Rd., Hamden, CT 06517.5

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WANTED: Burlington Pioneer Zephyr railroadiana. Publ material plus slides, movies, negatives and other kind items. Also material on 1934 film "Silver Streak". Walt Brasen, 1002 Mitchell Ave., Elmhurst, IL 60126.

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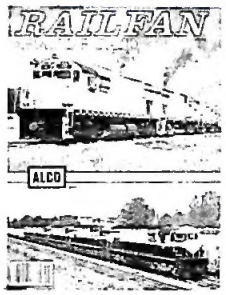

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tain of coal smoke that will be *my* memory of the NYC C430s. The M&E and Suskie are another matter altogether.

"FRED"

For some time now we have been watching developments in the cabooseless train situation, particularly in the area of names applied to the new "end of train devices." By the rulebooks, they are technically "markers," but another term is needed to differentiate the caboose-replacing "smart boxes" from traditional marker lights or flags. So far, no one term seems to have emerged as a universal favorite, although the trade press has been identifying them as "ETDs" (End of Train Devices), "EOTs" (End Of Train devices), or "ETMs" (End of Train Markers). Railroaders, of course, observing the loss of cabooses and equating that with loss of jobs, have hung some rather irreverent names on those blinking boxes that they hang on the end couplers. I've heard them referred to as "Reddy Kilowatt" and the "One-Eyed Conductor."

A term that seems to be catching on across the country, though, is "RED" (Rear End Device). Personifying this into a conductor's name, it has been gaining acceptance as "FRED." An inquiry as to whether or not a train has a caboose is likely to be answered, "Naw, I'm carrying Fred."

All this may be none of my business, but the name of this column is MARKERS, and I'm not about to start signing it "Fred."

Jim

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KODACHROME RAILS AFTER DARK BOB HART, JR., AND HOWARD PINCUS

KODACHROME MIKE DEL VECCHIO

THE FIRST CENTURY 430, Reading 5211, carried the nameplate *Catawissa II*, as shown (above right) at Sharonville, Ohio, on April 18, 1976. Morristown & Erie's immaculate 17 (ex-NYC 2053) was in fresh paint at Morristown, N.J., (right) on June 19, 1984. The New York, Susquehanna & Western uses its five ex-NYC C430s on double-stack container trains like NTV-4 on Conrail near Suffern, N.Y., on October 20, 1984, with two C430s bracketing a GP18.

RAILFAN WEEKEND at the Valley Railroad in Essex, Conn., found this classic scene of short line railroading recreated on October 26, 1985. Ex-Birmingham & Southeastern 2-8-0 97 posed with a vintage pickup truck and RS1 15—a unit displaced from the Morristown & Erie by two Century 430s.

KODACHROME MICHAEL A. WISE, WARREN CALLOWAY COLLECTION

LOUISVILLE & NASHVILLE acquired the three Alco demonstrator C430s from the SCL in 1976. They were initially numbered 5600-5602. The 5600 was behind a trio of GEs on a freight out of Memphis on May 28, 1977.

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